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WASHINGTON TERRITORY

WEST OF THE

CASCADE MOUNTAINS,

CONTAINING A DESCRIPTION OF

PUGET SOUND,

AND RIVERS EMPTYING INTO IT,

THE LOWER COLUMBIA, SHOALWATER BAY, GRAY'S HARBOR
 TIMBER, LANDS, CLIMATE, FISHERIES, SHIP BUILDING,
 COAL MINES, MARKET REPORTS, TRADE, LABOR,
 POPULATION, WEALTH AND RESOURCES.

BY E. MEEKER.

OLYMPIA, W. T.:

PRINTED AT THE TRANSCRIPT OFFICE.

1870.

WASHINGTON TERRITORY

West of the Cascade Mountains.

CONTENTS:

	PAGE.
GENERAL DESCRIPTION.....	5
NAVIGABLE WATERS.....	11
SOIL AND CLIMATE.....	13
TIMBER.....	18
FISHERIES.....	20
NORTHERN PACIFIC RAILROAD.....	22
COAL.....	25
HEALTH.....	26
ROUTES.....	27
MAIL ROUTES.....	30
LANDS AND LAND TITLES.....	30
TRADE OF PUGET SOUND.....	32
SHIP BUILDING.....	34
MANUFACTURING.....	38
COUNTIES.....	39
OFFICIAL DIRECTORY.....	40
PRICES CURRENT.....	41
TOWNS.....	44
ABSTRACT OF CENSUS.....	50
WITHDRAWAL OF LANDS.....	51
EASTERN OREGON AND WASHINGTON.....	51

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Address,

E. NEEKER,
Olympia, Washington Territory.

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PREFACE.

With but one inhabitant to eight hundred acres, and with less than one per cent. of the soil in cultivation, Washington Territory presents a large field for enterprise and industry. Comparatively unknown, and until recently unheeded, the progress of settlement has been slow. The purchase of Alaska, and following upon that the certain development of the great fisheries of the northwest coast, together with the admirable facilities for ship building, have all combined to hasten the development of this region.

Since the Northern Pacific Railroad Company have begun in earnest to build their road, already employing a numerous force in grading upon their eastern terminus, and have sent out a large corps of engineers to locate the road from Puget Sound eastward, an inquiry has sprung up respecting this hitherto comparatively unknown region that requires something more than individual efforts to satisfy. This book is offered to the public with a hope that it may supply the information sought, in a compact form suitable for transmission through the mails to all parts of the country. The great aim has been to avoid overdrawn statements, and to give the resources as they are, as far as it has been possible to obtain statistics and information.

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WASHINGTON TERRITORY

West of the Cascade Mountains.

GENERAL DESCRIPTION.

That portion of Washington Territory West of the Cascade Mountains, which is sometimes known as Western Washington, is bounded on the North by the 49th parallel of North latitude, to the middle of the channel which separates the continent from Vancouver Island; thence Southerly through the middle of said channel and of Fuca's Straits, to the Pacific Ocean; on the West, by the Pacific Ocean; the extreme Western limits, reaching to longitude $47^{\circ} 41'$ West from Washington; on the South, by the middle of the channel of the Columbia river, the most Southern point being in North latitude $45^{\circ} 33'$; and on the East, by the summit of the Cascade range of Mountains, extending Eastward approximately to longitude $44^{\circ} 30'$.

Thus it will be seen that the extreme limits extend over nearly four degrees of latitude and three of longitude. While the square contained in these limits would embrace an area of 35,224 square miles, the actual area will approximate only to 25,500, in consequence of Vancouver Island extending South of the 49th parallel of latitude, by the deflection of the coast line from a true North and South, of nearly one-half a degree of longitude, making the Northern boundary that much longer than the Southern; and again, by the Columbia river turning sharply to the North for thirty miles from the point where the Willamette falls into that river, and then again turning abruptly to the West, thus cutting off a large area from our South-West corner. While the Eastern boundary line is 228 miles, the Western, or coast line is but 148, in consequence of this inroad made by Vancouver Island, and the deflection to the North of the Columbia river as before stated.

That portion of the State of Oregon West of the Cascade range lies adjoining, to the South, and British Columbia to the North. It will be seen by this that until the recent purchase by our government of the Russian Territory Alaska, that this region embraced the extreme North-West limits of the United States.

In a political point of view, it will probably soon enjoy the same notoriety, as Alaska no doubt will be joined to Washington for governmental purposes.

The basin of Puget Sound, and the country lying to the South and extending to the Columbia River, is but a continuation of the Willamette Valley, of Oregon, having the same general width, bounded by the

same natural barriers, the Cascade and Coast Range of Mountains, taking the same general course for an aggregate distance of nearly four hundred miles, and each removed from the coast, say on an average of fifty miles. The magnificent valley of the Willamette, with its broad and fertile prairies, we do not view with a jealous eye, well knowing that in the no distant future, her wealth and power will only increase that of the Sound region. We have called to mind that valley in consequence of the relative configuration of the two, seemingly separated only by the broad channel of the Columbia. While that of the Willamette is mainly prairie, the region North of the Columbia is principally timber.

Three general divisions or characteristics may be noted to embrace all the variations of soil and exposure of this region, viz:

1. The mountainous, or that which from its altitude seems inaccessible.

2. The lower foot-hills and table lands.

3. The river bottoms and tide lands adjacent.

The mountainous region embraces an area equal to one-fourth of the whole. The mountains, up to the perpetual snow line, being covered with forests of magnificent timber, that hereafter will in part be made available by the channels of the rivers which rise in the mountains and flow into the Sound, as the timber nearer the navigable waters is consumed, and prices advance in consequence sufficient to warrant the increased expense. The soil is clay and gravel, with patches of vegetable mould here and there, covering the underlying strata. In other exposures the bare rocks rise to the surface, but seldom interfere with the growth of timber.

The general course of the Cascade Range is nearly due North and South, and traverse the whole length of the Territory in an unbroken chain, the Western slope, the great water-shed, furnishing the fountain-head of nearly all the rivers of note falling into the lower Columbia or the Sound.

First come the North and South forks of Lewis river, rising South of Mt. St. Helens, in the extreme Southern part of the Territory, and flowing a little South of West, finally joining their waters together about five miles from the mouth, and emptying into the Columbia a little above the town of St. Helens, on the opposite bank, and seventy-five miles from the ocean. Next, to the North, are the head-waters of the Cowlitz, rising to the North of St. Helens and between that and Mt. Ranier, and flows in a South-Westerly direction a distance of seventy-five miles; then turning sharply to the South for twenty-five miles, empties into the Columbia abreast the town of Ranier on the opposite side of the river, and sixty miles from the mouth of the last river. Rising in the immediate vicinity of the head-waters of the Cowlitz and starting from a point a little further to the Eastward, and closer up to Mt. Ranier, is the Nisqually, which flows in a North-Westerly direction for eighty miles, receiving numerous smaller streams, and finally empties into Puget Sound seven miles South-West of Steilacoom and eleven from Olympia, being almost on a direct line between these towns.

The Chehalis' head waters are found forty miles North-East of the mouth of the Columbia River, running East for fifteen miles receives the Newaukum river; thence nearly due North five miles and is

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joined by the Skookum Chuck. Both of these last rivers come in from the East and head in the foot-hills of the Cascade Mountains, between the headwaters of the Nisqually and the Cowlitz, just described. From the mouth of the Skookum Chuck the Chehalis turns abruptly, first North-West, and then West, and empties into Gray's Harbor, fifteen miles from the Pacific Ocean, and fifty North of the Columbia, having traversed by its channel about eighty miles, although it is but thirty-two miles from the head-waters to the mouth, in a straight line. Numerous smaller streams fall into the Chehalis at intervals, and in the aggregate make a stream of great importance.

Next to the North from the Nisqually, and rising from the Western spurs of Mt. Ranier, comes the Puyallup, flowing for forty miles in the same general direction as the Nisqually, and distant from it twenty-five miles, joining the waters of the Sound in that part known as Commencement Bay, being the South-West part of the inland sea named on the charts as Admiralty Inlet, but here popularly known as Puget Sound. Immediately to the North of the head-waters of this last named river, and in close proximity, we find the fountain-head of White river, flowing in the same general direction for forty miles, and at an average distance of not more than nine miles from the Puyallup, losing a portion of its water through the channel called Stuck, that falls into the Puyallup, then turning sharply to the North, receives Green river five miles below where Stuck had left it, and which more than compensates for its loss; twelve miles further on, it forms a junction with Black river, and here assumes the name of the Duwamish; then bearing more to the North-Westerly ten miles further, and empties into Elliot Bay, an arm of Puget Sound, three miles South of the town of Seattle, and distant from the mouth of the Puyallup twenty-two miles, in nearly a due North course.

The waters of Cedar river find the same outlet, having emptied into Black river, deriving its fountain head from this same range of mountains forty miles to the Eastward.

The next river of note is the Snoqualmie, from which that famous pass through the mountains, for wagon and railroad, derives its name; rising near the summit, in latitude $47^{\circ} 28'$, and at an altitude of only three thousand feet above the ocean level, flows nearly due East twenty miles or more, receives accessions from the North-East, and makes that desperate leap of two hundred and seventy feet, the wonder of the coast, the Niagara of the Pacific. Afterwards, this river assumes the name of Snohomish, flows in a North-Westerly direction for forty miles, and joins the waters of the Sound abreast the Southern end of Whidby's Island, and North of the outlet of the Duwamish thirty-two miles, and six miles East, as the bay has borne that much to the Eastward.

A small river called the Statukwhamish, nearly forty miles in length, and flowing West, after dividing its waters five miles from the mouth, continue in the same general course, enclosing a strip of land five miles by one and a half, and finally join the waters of the bay sixteen miles north-west of the mouth of the Snohomish, abreast the Northern end of Camano Island, and a little North of the latitude of Port Townsend on the opposite side of the Sound.

Next comes the river Skagitt, the largest and most important of all, the accumulated waters of which are said to exceed that of the Willam-

ette, gathering its fountain waters from the very summit of the mountains, and embracing a full degree of latitude of drainage along the range, and drawing a part from British Columbia on the North, flows in the main a little South-Westerly, dividing seven miles from the bay, joins the Sound by two separate channels, seven miles apart, after having traversed a region of nearly one hundred miles in length. The junction of the Southern channel with the bay, is in latitude $45^{\circ} 23'$, and hence but fifty miles from our Northern boundary, and a little South of the extreme point of Vancouver Island.

Next, and last, on the East side of the Sound is the Nooksahk or Lummi, rising to the North-West of Mt. Baker, flowing, first, to the North-West for thirty miles, then curving sharply to the South-West and at right angles with its former course, continues for sixteen miles, and finally divides, delivering the most of its waters into the North end of Bellingham Bay, and the balance into Lummi Bay some three miles to the Westward, making the aggregate length of this river about forty-six miles.

These rivers, which have been enumerated, do not comprise more than half of the mountain rivers West of the Cascade Mountains, although by far the most important, as those rising in the Olympic Mountains, and emptying into the Sound on the one side, and on the other into the Pacific Ocean, are far shorter in their course, are confined more to the mountain side, and have less of alluvial bottoms upon which to rely for arable land.

The amount of arable land to each of these river bottoms, the depth and width of their channels, together with the extent to which they are navigable, will all be noted under the appropriate heading.

Our mountainous, or first division, although occupying so large an area, is not without some attendant advantages; the furnishing the material for our valuable alluvial bottoms and tide land, of this last, which it is estimated that there are one hundred thousand acres on the East shore line of the Sound alone, the avenues of inland navigation of these mountain rivers, and the further reaching advantages of vast and inexhaustible quantities of timber, that can be made available through their channels, not to say anything of the climatic influence of this grand range of mountains, deflecting the Southern and warmer breezes of winter along our coast line, giving us a climate in winter as mild as points on the Atlantic near seven degrees South of us.

"The foot hills, or clay loam district, is much more extensive than our people generally suppose. A tract of it extends around the entire Olympian range, with very limited exceptions. Along the Straits and Hood's Canal it may for a short distance be wanting; on the western and Southern slopes it is quite extensive. East of the Sound, and along the foot of the Cascades, it is quite extensive, and probably reaches South to the Columbia River. But the great clay loam district lies between the Chehalis river and the Columbia. It also includes Lewis county, and the emigrant will bear me out in the conclusion that one-half of the surface of our Territory West of the Cascade Mountains, is a strong brown clay loam, fertile and productive, eminently calculated, when cleared up and judiciously farmed, to make, in our equable climate, a good wheat growing country, as well as all other cereals. It may be objected that this section may be considerably bro-

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of the mountain range along the North, flows from the bay. It is, after having a length of thirty miles, and a little

Nooksahk or first, to the South-West sixteen miles, and the North end is three miles from about forty-

comprise more of the Olympic Mountains, and on the coast, are con- siderable bottoms upon

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ing so large an area as to make the main- taining last, which is on the East side of the Sound, and in- through their of this grand view of the Sound, as mild as

extensive than the entire Sound, and in the western Sound, and probably the clay loam district also includes the conclusion that the Cascade Mountains, eminently make, in our view, all other ce- siderably bro-

ken by ridges, but the excellent and enduring quality of the soil being composed of decomposed basalt, which is considered by agricultural writers as an enduring basis for farming, will amply compensate for its uneven surface. By upheaval this district has been raised above the level of the boulder formation, and many of its ridges penetrate the drift, reaching nearly to the Sound. The traveler along the Portland stage road from Skookum Chuck to Olympia, listening to the grating of the carriage wheels along the gravelly plains, is probably unaware that on either side, to an indefinite extent, the ridges more especially East of the road, are generally free from gravel, and are well calculated in the no distant future to amply repay the toils of the husbandman.

"The boulder district lies mainly to the South and East of the Sound, extending back in streaks and patches from ten to thirty miles. To a limited extent it is found South-West of the Olympian range, and also to some extent in Clarke county, back of Vancouver. I am confident that its area does not exceed more than one-half of the clay loam tract. The emigrant will take notice that there is considerable good farming land in this last named district. It is probably from two to three hundred feet in depth from the surface of the gravelly and sandy prairies to the bed rock, which, as we examine to the Northward, appears to pass from the rocks of the trap family into the granite."

The above extract, from the pen of an old and observing citizen, although it may not be exact as to the proportionate distribution of the different characters of soil, is in the main correct. I should not place the extent of the clay loam district at more than one-third of the general surface, and yet it is determined only by estimation; and again it would seem that the gravelly or boulder district would cover an area equal to that of the clay. But to neither of these qualities of land do we at present call the attention of the immigrant, with the same confidence as we do to the alluvial bottoms and tide lands. True, farms will be made on these clays, and in many localities the choicer locations are profitably occupied; but to warrant a general occupancy, the relative price of labor and produce must change; land must assume a value beyond that of the improvements; markets must create a demand beyond the productive capacity of the more favored localities, and then these lands can and will be profitably occupied. To give a general statement of the altitude of these lands would scarcely be possible, as they vary so much in the different parts of the Territory. Immediately adjoining the Sound, and including the islands, the average would probably range to three hundred feet above tide water, while other portions, as for instance the Cowlitz hills or mountains, as they are sometimes called, are probably one thousand feet above the ocean level. This region is best described as a broken country, yet not so much so as to materially interfere with the construction of wagon roads of easy grade, and at comparative light cost, as the surface is often level for miles, and then a change will occur, to a higher or lower level, as the case may be. In the lower spots, where water or the least wash accumulates, the surface is rapidly covered by a vegetable mold, and forms valuable and enduring meadows. Thousands of such places lie dormant for the industrious to improve, when our more valuable lands have been taken and our markets justify the increased costs of improvements and production. This region is principally timbered, as before stated, and in many pla-

ces more beautiful or majestic forests were never viewed by man. This consists of fir, cedar, hemlock, spruce and pine, interspersed in favorable localities, with alder, ash, crab-apple, wild cherry and balm. Underneath all this is an intermixture of underbrush, consisting of hazle, tag-alder, willow, hard hack, vine maple, huckleberry, and an evergreen known as sal-lal, besides many other varieties too numerous to notice.

Water is abundant, and of the purest quality. Each of the rivers mentioned, besides others of less note, and a net-work of smaller creeks and spring branches, flows either in whole or in part through the country, giving almost universal diffusion of living enduring surface water. A few notable exceptions will be mentioned as we proceed. Even on the smaller islands of the Sound, beautiful springs burst forth, which are not excelled in any country. In addition to these are found numerous lakes, some covering but a few acres, others covering miles in extent, abounding in fish, and the water clear and pure. A ledge of rocks, or what is known as the bed rock, is seldom exposed to view. That portion of the land that is gravelly or rocky is composed of detached pieces, generally washed rock, from the size of a finger-stone to that containing several cubic feet. In certain localities, large boulders are scattered promiscuously over the surface, in other places fine gravel, and running insensibly into sand, from same formation. More than half of the prairies, exclusive of the tide flats, are of this sandy and gravelly nature, affording a rich, but not abundant pasturage. Other prairies are found, of the very richest of soil, small, it is true, comparing with the broad reach over the great West, yet sufficient to be prized by the possessor as of great value. Some, consisting of but sufficient for one farm, while others are of several square miles of extent, and of all intermediate sizes.

The river bottom and tide lands, although they comprise but an inconsiderable area in comparison to the whole, yet they are of great value, and destined to build up happy and prosperous communities immediately within their confines.

Balm, alder, ash and maple predominates on the lands, and we are always relieved and warned of the change of the season by the fall of the leaf, a thing we do not see in the forests of the fir and cedar, that retain their everlasting and perpetual green. The tide lands at the mouths of these rivers are of the same material, and called such so long only as the highest tides cover their surface. These always occupy space that was once the bay, and in many places have encroached far out upon the ancient domains of this inland sea, the Sound, and the process is still going on, as portions of that which the earliest settlers saw as tide land, is now covered with young timber, and another advance made from the front upon the shoals, to compensate for the loss. It seems superfluous to say that this soil is not excelled upon the face of the globe, and yet did we not assert it, we should fail to do justice; but of this we shall particularize under the more appropriate heading on the farming lands, to be found elsewhere.

In conclusion, while the general surface, covered as it is mainly with dense forests of fir and cedar, seem uninviting to those just from a strictly agricultural region, with its broad prairies, yet the impartial eye cannot fail to detect the wealth that lies dormant in our soil, situated

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as it always will be, in the very midst of a manufacturing and commercial people, taxing it to its utmost capacity for sustenance, and calling upon other and remote localities to supply the deficiency, always ensuring a highly remunerative market.

NAVIGABLE WATERS.

First, and greatest comes Puget Sound, and by that we mean the whole of the waters of this inland sea, although technically speaking they are divided into several parts by geographers, as the Straits of Fuca, Admiralty Inlet, and Puget Sound, but we shall call the whole, as it is now universally and popularly known, Puget Sound.

Breaking in from the ocean in North latitude $48^{\circ} 26'$, longitude $47^{\circ} 40'$ West from Washington, and forming our North-Western boundary, these waters rush through an open channel twelve miles in width, with no obstructions whatever at the entrance, running nearly due East a distance of eighty miles, sagging a little to the South, with a comparatively smooth shore line, finally to be arrested by Whidby's Island, that suddenly check them, turning a part Northward through Rosairo Straits, and the intricate and numerous channels of the Archipelago de Haro, into Bellingham Bay and the Gulf of Georgia; the other portion turning South, bearing Easterly, with an average width of nearly six miles, for seventy miles, and finally takes a shoot through that narrow passage known as the "Narrows," one mile wide and four long, bears South-Westerly, spreading out or ramifying into numerous bays and inlets, encompassing still other islands, and finally loses itself at its extreme Southern limits, at or very near the centre of this region of which we write, Western Washington, having traversed in all nearly two hundred miles.

Eighteen miles South from where the waters first strike Whidby's Island, is an offshoot, called Hood's Canal, averaging two miles in width, bears more to the South-West a distance of fifty miles, then curving suddenly to the North-East fifteen miles, very nearly touches the waters of the Sound proper, after having been separated in the aggregate circuit of one hundred and fifty miles, and virtually enclosing as an island, the county of Kitsap, with its numerous inhabitants and valuable improvements.

Then, again, is the channel back, or East of Whidby's Island, around Camano Island, through Deception Pass again into the Straits, and Swinomish slough, and by this last channel again into Bellingham Bay.

To give a better idea of the vast magnitude of these waters, we extract from the tabular statement from the United States Coast survey of the coast line, as follows:

Straits of Juan de Fuca	161
Rosario Straits, Canal de Haro, Gulf of Georgia, &c	627
Admiralty Inlet	334
Puget Sound	280
Hood's Canal	192

Total 1,594

This measurement is in nautical miles, which reduced to statute miles, gives a shore line of 1,833 miles.

Did we neglect to say that in all this inland sea, not an unseen danger to shipping exists, that the waters are deep, the shores bold, the anchorage safe, and the shelter from storms complete in almost every nook and corner, except in the Straits alone, we would fail in giving a correct idea of this succession of harbors to the distant reader. Immediately upon turning to the South, the Sound is shut in from the ocean storms by the snow-capped Olympian mountains, and by its tortuous and uncertain course, leaving a prominent headland here and a point of land there, still giving additional security against the force of the wind, never ceasing to fortify in all its wanderings, until it is one of the most complete and extensive harbors in the world, incomparable, because none are found with which to compare it, capacious beyond the possible wants of future ages, yet safe as the smallest land-locked harbor of the world.

The rivers falling into the Sound are all navigable for steamers of light draft, generally almost up as far as their alluvial deposits extend, and in one instance, as on the Skagit, a stretch of fifty miles. Some of these are, or have been obstructed by drift, through which channels can be opened. Above the point mentioned they become more rapid and uproarious, and will be used in the future principally as the channel through which timber will be run to tide-water.

The lower Columbia river is the next in importance and grandeur. Rising in the Rocky Mountains, draining an immense sweep of country, and accumulating waters in volume second to none on the coast, breaks through the barriers of the Cascade range of mountains, finally emerges from the confines of the mountain gorge, and enters Western Washington in latitude $45^{\circ} 50'$, longitude 45° . It is here we have first to deal with it as a part of the region described, after having made its last leap at the Lower Cascades. From this point it has an average width of one mile, and it is one hundred and forty miles by the river to its mouth. The river runs sluggishly throughout this distance, more or less affected by the tides. The general course is West, bearing somewhat to the North. The depth of the channel on the bar is twenty-four feet. Ocean steamers ascend the river as far as Vancouver, a distance of over one hundred miles. It is a beautiful and safe river for vessels of suitable size, when once inside the bar, and upon its banks are found several thriving towns and settlements, some large milling establishments, and the most extensive fishing firms of the North-West coast.

The entrance to Shoalwater Bay is twenty-seven miles North of the mouth of the Columbia River. "Toke's Point," or the extreme North-West point of Cape Shoalwater, and the Northern shore at the entrance of Shoalwater Bay, is in North latitude $46^{\circ} 43'$, and longitude $47^{\circ} 02'$ West from Washington. The bay covers an area of about one hundred and fifty square miles, is of an irregular shape, and extends South parallel with the coast to within three and a half miles of Baker's Bay of the Columbia waters, and only separated from the ocean by a narrow strip of land of an average width of one and one-half miles. The principal river emptying into the bay is the Willopah, which comes in from the East, and is navigable for vessels drawing twelve feet of

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water, a distance of fifteen miles from the mouth. The whole length of this river is not more than thirty-five miles, but upon its banks are found some of the finest agricultural lands of the Territory.

The South point of entrance into Gray's Harbor is at Chehalis Point, which is fifteen miles North of Toke's Point. The entrance is about three-fourths of a mile in width; there is about eighteen feet of water on the bar, and the harbor is considered safe. The bay covers an area of about eighty square miles. The Chehalis joins the bay sixteen miles from the entrance to the harbor, and at a place nearly east from Chehalis Point. This river is one of the most important in the Territory, draining a very extensive district of rich agricultural land, both alluvial bottom and table land, and upon which there are many settlers. The river is navigable for light draft steamers for sixty miles. Good sized schooners can ascend the river to the mouth of the Satsop, a distance of twenty miles. The tide sets in that far, and also up other streams emptying into the Chehalis, making eighty-five miles of tide water navigation, immediately adjacent to rich alluvial bottom and tide lands.

SOIL AND CLIMATE.

Soil, without suitable climate, is of no avail to the husbandman, while ever so equable a climate is alike unavailing without the soil. But take the two requisites combined, and we have that which offers inducements to build up prosperous communities and wealthy cities.

Western Washington has not the uniformly rich soil of an Iowa or Illinois, neither has it the broad prairies of the localities mentioned, yet, as elsewhere described, we find much good soil, numerous desirable localities for the farmer, some occupied and others unoccupied, and small prairies are found in the timber, usually prevailing. This climate is excelled in no part of the globe for the production of grass, the cereals of all kinds, and the hardier vegetables. In this connection we shall give a somewhat extended notice of such as have been tested.

But first we must notice the climatic influences that bring about these results. Meteorological observations taken at Fort Steilacoom, in latitude $47^{\circ} 7'$, and near the centre of the region described, for a series of years, give the following result: Mean of four years: January, $38^{\circ} 1'$; February, $40^{\circ} 7'$; March, $41^{\circ} 8'$; April $48^{\circ} 6'$; May, $56^{\circ} 6'$; June, $61^{\circ} 1'$; July, $64^{\circ} 9'$; August, $64^{\circ} 0'$; September, $56^{\circ} 9'$; October, $52^{\circ} 6'$; November, $46^{\circ} 2'$; December $38^{\circ} 3'$. For the year, $50^{\circ} 8'$; three winter months, $39^{\circ} 0'$.

By consulting the meteorological tables for the State of Ohio, we find that the average of the State, for a series of years, varies less than one degree from that of Fort Steilacoom; that although we are seven degrees of latitude further North, yet we have the average temperature of Central Ohio. By observing closely the temperature of the different months in the year, and comparing the two localities, it soon becomes apparent that although the average for the year is equal, yet the climate of these places differ widely. Our summers are much cooler than those of Ohio, while our winters are warmer. So noticeable is this feature of this climate, and so insensible is the change from the one

season to the other that many persons are ready to classify our seasons as but two, the wet and the dry. This is only partially correct, for in fact there is scarcely a month in the year that we do not have showers, while many weeks, and sometimes months of the winter, or wet season, is pleasant and dry. February is our great wheat sowing month. The cause of all this difference in temperature between the Eastern and Western portions of the continent, is admirably set forth in the speech of Hon. Chas. Sumner, on the purchase of Alaska. He says:

"All this is now explained by certain known forces in nature. Of these, the most important is a thermal current in the Pacific, corresponding with the Gulf Stream in the Atlantic. The latter having its origin in the heated waters of the Gulf of Mexico, flows as a river, through the ocean, Northward, encircling England, bathing Norway, and warming all within its influence. A similar stream in the Pacific, sometimes called the Japanese current, having its origin under the equator near the Philippines and the Malaccas, amid no common heats, after washing the ancient empire of Japan, sweeps Northward, until forming two branches, one moves onward to Behring's Straits, and the other bends Eastward along the Aleutian Islands, then Southward along the coast of Sitka, Oregon and California. Geographers have described this 'heater,' which in the lower latitudes is as high as 81° of Fahrenheit, and even far to the North it is as high as 50°. A chart now before me, in Findlay's Pacific Ocean Directory, portrays its course as it warms so many islands and such an extent of coast. An officer of the United States navy, Lieut. Bent, in a paper before the Geographical Society, of New York, while exhibiting the influence of this current in mitigating the climate of the North-West coast, mentions that vessels on the Asiatic side, becoming unwieldy with accumulations of ice on the hull and rigging, run over to the higher latitude on the American side and 'thaw out.' But the tepid waters which melt the ice on a vessel must change the atmosphere wherever they flow.

"I hope you will not regard the illustration as too familiar, if I remind you that in the economy of a household, pipes of hot water are sometimes employed in tempering the atmosphere by heat carried from below to rooms above. In the economy of nature these thermal currents are only pipes of hot water, modifying the climate of continents by carrying heat from the warm eisterns of the South into the most distant places of the North. So, also, there are sometimes pipes of hot air, having a similar purpose, and these, too, are found in this region. Every ocean wind from every quarter, as it traverses the stream of heat takes up the warmth and carries it to the coast, so that the oceanic current is reinforced by an arial current of constant influence.

"But these forces are aided essentially by the configuration of the North-West coast, with a lofty and impenetrable barricade of mountains, by which its islands and harbors are protected from the cold of the North. Occupying the Aleutian islands, traversing the peninsula of Alaska, and running along the margin of the ocean to the latitude of 54° 40', this mountain ridge is a climatic division, or, according to a German geographer, a 'climatic shed,' such as perhaps exist nowhere else in the world. Here are Alps, some of them volcanic, with Mt. St. Elias higher than Mt. Blanc, standing on guard against the Arctic Circle. So it seems even without the aid of science. Here is a dike

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between the icy waters of Behring's Sea and the milder Southern ocean. Here is a partition between the treeless Northern coast and the woodier coast of the Kenanians and Koloschians, a fence which separates the animal kingdom of this region, leaving on one side the walrus and ice fox, from the frozen ocean, and on the other side the humming bird from the tropics. I simply repeat the statements from geography. And now you will not fail to observe how, by this configuration of thermal currents of ocean and air, are left to exercise all their climatic power."

Mean annual precipitation of rain and melted snow, for six years, from Nov. 1849 to 1855. Location, Steilacoom Station, W. T. Latitude, 47° 10'. Altitude, 300 feet: January, 9.54; February, 5.16; March, 4.56; April, 4.77; May, 1.86; June, 1.97; July, 0.34; August, 1.54; September, 2.67; October, 4.43; November, 8.73; December, 9.92. Recapitulation: Spring, 11.19; summer, 3.85; autumn, 15.83; winter, 22.62. Total, 53.49.

The following extract from meteorological register, kindly furnished by Capt. James S. Lawson, of the United States Coast Survey, and taken on board the brig *Fauntleroy*, at different points on the Sound, although not extending over so long a period of time, is of recent date, and serves to illustrate the general average:

"Three winter months, 1868-69: clear, 32 days; foggy, 43; rainy, 45. Amount of rain fall, 20,248. Mean temperature, 41°. Three spring months of 1869: clear, 59; foggy, 5; rainy, 29; amount of rain fall, 3,756. Summer: light showers—rain gauge not in use; highest temperature for June, 94°; lowest, 42° 3'. Three fall months: clear, 33; foggy, 8; rainy, 38; amount of rain fall, 14,123. Mean temperature, 55°. Three winter months, 1869-70: clear, 19; foggy, 21; rainy, 49. Amount of rain fall, 19,752. Mean temperature, 42°. Three spring months: amount of rain fall, 6,058; snow, three days in March. June—clear, 21; rainy, 9; amount of rain fall, 0,431. Mean temperature, 62.

Taking into consideration our moist autums and springs, and the comparative warm winters, no wonder that we have grass green nearly the entire year, and are able to make up a handsome bouquet from the open gardens in January.

The *Olympia Transcript*, in its issue of January 15, 1869, says:

"On Monday last, Mr. H. R. Woodard, of West Olympia, sent into this office a bouquet of flowers, containing *twenty-two* varieties, gathered from his open garden on that morning, January 10th, 1870. Among them we notice the following common summer varieties: The Myrtle, Marigold, Daisy, Roses—several varieties, Flowering-cabbage, Wall-flower, Shell-flower, Honeysuckle, Crysanthum, Camomile, etc., etc. If any other place on the globe, in 47° North latitude, can produce such a selection of flowers, twenty-two different kinds, on a space of less than half of a town lot, in the open air, on the East and North side of the house, and fully exposed to the North, North-East and East winds, let it speak out and tell its story. Mr. Woodard's is not the only garden in which flowers are to be found. There are many of them. In our own little garden we find in full bloom a number of Carnation Pinks. Who can beat Olympia?"

No climate can be better adapted to the growth of grass than this, and the soil seems eminently suited to its production.

Following upon this comes the summers, with their cool nights and but few excessively hot days, which altogether make one of the best dairy countries on the continent. The business itself is in its infancy, not yet able to supply the home demand for butter, and no attempt at cheese making as yet. Take a country so eminently fitted as this for the dairy business, with pure water abundant, a present home market for the whole product, and a constantly increasing demand, no danger but thrifty dairymen will find profitable employment and pleasant homes.

The statements often made that stock does not require shelter during any part of the winter, is incorrect and likely to deceive the distant reader. We have South and South-West winds prevailing in winter, that bring long and continued pelting rains, and sometimes, for a short time, snow. During these storms all domestic animals should be housed and fed. Sometimes rain will fall for several days and nights in succession, and then clear weather will follow, while at times, although the sky is hid with clouds for many days, no rain falls.

Fog does not prevail to any great extent. In this high latitude of course the days are short in winter and correspondingly long in summer. It is half-past seven in winter before it is light enough for out-of-door work, and dark by half-past four; while in summer one can see well by a little after three o'clock in the morning, and yet catch the rays of twilight after nine o'clock. These, of course, are the extremes, and the intermediate days between the summer and winter solstices are of nearer equal length.

Again, it is a mistake to class a part of the year as the dry season. This country seldom, if ever, suffers from drought. True we have not the heavy rains of winter, but copious and refreshing showers are common during our summer months, I think as much so as central Indiana or Ohio. This fact is that which we prize most highly. The discouraged husbandman from the parched plains of California, upon arriving within our borders, is amazed to see the fresh, green grass of our bottoms and the luxuriant growth of everything planted, recollecting the scorching heats and droughts that he had left behind him, and but a few days sail distant. This is simply a record of facts; had we space it would be interesting to trace out the cause, yet the truth would nevertheless remain the same, and so we pass on to notice the peculiarity of our summer seasons.

By referring to the tables found on another page, we find that the average temperature of the three summer months is a fraction over 63° Fahrenheit, sufficient to mature the earliest kinds of corn, to produce potatoes to perfection, and with them all kinds of root crops usually raised for man or beast. The nights are always cool, so much so that the more tender vines do not thrive well unless they receive extra care. I have seen forty bushels of corn raised to the acre, and tomatoes matured in the open garden in great abundance. These cool nights of course precludes the raising of grapes or the peach, like California or New Jersey, yet even these are raised of tolerably fair quality in sheltered locations. The apple, pear, plum and cherry are at home here, bear regularly and heavy crops, and of the best quality. We can, in

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the course of time, find a market for the surplus of apples in the coun-tries to the South of us, in consequence of the high flavor and excel-lence, as compared with the productions of a hotter climate. Trees come into bearing at a much earlier age than in the Eastern or Middle States, but are shorter lived and decay early. The apple will usually bear at four years old from the graft, but the body of the tree often becomes diseased. Not so with the pear; although it bears early there is seldom an unsound pear tree found, and the same may be said of the plum and cherry. Following upon these, comes the small fruit of every description—the straw-berry, goose-berry, current, rasp-berry and black-berry, that are produced in the greatest abundance and of most excel-lent quality. The varieties of wild berries are numerous, and are pro-duced in succession and in great abundance, but nothing so large as the wild plum is found in our forests. The most valuable wild fruit found is the cranberry, which enters largely into commerce, and is destined eventually to build up a thriving business, as there are many places suitable for its production, and always a brisk market for shipment down the coast and for home consumption. Wheat, oats, barley and rye all mature well and produce abundant crops. I have known fifty bushels of wheat and eighty of oats having been raised to the acre. The average of our wheat, however, will not exceed twenty-five bushels per acre for our bottom lands, and eleven for the upland gravelly prai-ries. It is of most excellent quality, being pronounced by our millers second to none on the continent, yet we do not raise a sufficiency for home consumption, because other and more profitable crops have en-gaged the attention of our farmers.

The soil of our river bottoms is usually made up of a sandy clay loam, in some places sand predominating, at others, clay, but all of it quick and fertile. It has all been formed by the wash from the moun-tain side, and bears the character of the material found there, yet it varies in consequence of the different circumstances under which the de-posit was made; that which was formed under a rapid current, of course, not being so rich in sediment and fertile material. A rank growth of vegetation then sprung up over the whole surface, and de-cayed, and in turn was covered in by new deposits, and so alternating for centuries, until the whole, for an indefinite depth, is made up of this abraded material of the mountain side, intermingled with vegeta-ble mould, the whole, loose and friable, and easily penetrated by the roots of growing crops, and of course not so liable to suffer from dry weather, as where a solid subsoil is encountered. This land is not en-tirely free from overflow. Parts of every valley have not been known to overflow within the memory of the oldest inhabitants, say for twenty years, while other parts are only inundated at intervals of several years, when an unusual high water prevails, and that only during our winter freshets, while again another and an inconsiderable portion is annually submerged in winter, and sometimes in summer from the rise caused by the melting snow, and is totally unfit for anything but pasture. Gen-erally upon a quarter section of land, a part of each kind of land de-scribed is found in proportions differing of course with each particular location. In another chapter will be found an estimation of the amount of this character of soil in each county, much of which is unoccupied and awaiting the advent of the immigrant to enter upon and claim by

right of the homestead and pre-emption laws. It is not claimed that this estimate is perfectly accurate, as it is merely based upon the judgment of citizens residing in the vicinity, who are often honestly deceived, and from the fact that a part is not even fully explored, yet I have made due allowance and think it is not overstated.

TIMBER.

The value of any commodity lies in the demand as well as in its availability, yet it is often the case that the facility for obtaining cheaply, increases the consumption far beyond what it would be were the article scarce and costly. Such is the case with our lumber products. Although the imperative demand is great, yet we find increased sale in consequence of being able to furnish at so low a price. Already the lumber product of the Sound region alone amounts to full one hundred and eighty million feet per annum, which can be increased from year to year as the wants of commerce demand. We have seen by actual measurement that the shore line of the Sound is nearly sixteen hundred nautical miles, and although much of this is not available for logging in consequence of heavy fires having burned the more valuable timber, in some places, and in others, the growth not being suitable for lumber, yet loggers scarcely ever haul more than half a mile. To say that the timber is excellent and that enormous quantities are obtained to the acre, would not convey to parties East of the Rocky Mountains, an adequate conception of either the quality or its extent. There are cases where two hundred thousand have been taken from an acre, and trees three hundred feet long are not uncommon.

The logs are hauled upon skided roads. By stripping the bark from the logs and oiling the skids, a team will take to the roll-way at one time several logs fastened together. Oftentimes, after the logs are fairly on the road, one driver will take three or four yoke of oxen to the landing, each yoke with a separate load.

The consequence is that logs are furnished to the mills at \$4 50 per M., and at a profit to the loggers, employing but few hands comparatively for the amount of timber supplied. With a constantly increasing demand and a continued searching out of the most available bodies of timber, the time is not far distant when the price will advance and the better and more remote from the water will be drawn upon to supply the deficiency. This change will not enhance the price of lumber so much as to materially check the consumption, but it will be an era of increased prosperity among the farmers and laboring men. Then our rivees emptying into the Sound and coursing for a great part of their length through vast bodies of timber, will be called upon to float the growth of centuries through their channels down to the level of the salt waters, adding near one thousand miles more to our already extended shore line upon which timber can be delivered to the water.

The timber on the foot-hills adjacent to these rivers is superior to much that is found near the Sound, and in quantities far more extensive, so that we need have no fear that it will ever be exhausted, as there is a continued growth in localities not disturbed by fire or otherwise, that will assist eventually to keep up the supply. Yet, aside from this, there

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are many unexplored ravines and gently sloping hill-sides where chutes will be constructed, and the force of gravitation made to propel the log to the waters connected with the Sound, and within the reach of the manufacturer.

Already the foreign trade is great, supplying all quarters of this coast, the islands of the Pacific, Japan and China, and even European countries. Ships now come to us principally in ballast, but with the North Pacific Railroad completed, this will not continue long, as they will bear the freight of commerce, for the great interior, as well as that in transit to the Atlantic sea board and to Europe.

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The yellow fir is the most abundant, and that which is most used for lumber and spars. It is both strong and durable, and much used for ship building. It is a tree peculiar to the North-West coast, and is not found East of the Cascade Mountains, South of the 49th parallel, and no further South than the 42d parallel of North latitude.

Besides the fir, we have the cedar, hemlock, spruce, maple, balm, ash and alder, in estimated quantity and value in the order named. The maple, balm, ash and alder are confined almost exclusively to the river bottoms. Upon the lower Columbia and in isolated districts of the Sound, there are bodies of the white fir, and in rare cases, of pine. There is also quite extensive oak openings near the head of the Sound, and extending far South towards the Columbia, but the timber is scrubby and only second rate in quality.

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Although water power is abundant, yet steam is the power commonly used, as a site suitable for shipping lumber is of more consequence than the cost of the machinery. Hence, nine-tenths of the lumber is manufactured by steam power, and many vacant harbors await the action of capitalists and the demands of trade upon which to found large manufacturing establishments and thriving villages; and such are yearly being added to the number already here.

The following is a list of the principal lumbering establishments and their location

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S. L. Mastick & Co., Port Discovery; Port Ludlow Mill Co., Port Ludlow; Puget Mill Co., Port Gamble; Adams, Blinn & Co., Seabeck; Meigs & Gawley, Port Madison; S. E. & T. Smith & Co., Port Blakely; Grennan & Cranney, Utsalady; H. L. Yesler, Seattle; Hanson, Ackerson & Co., Tacoma; Williams & Co., Freeport; P. Keach, Nisqually Landing; Ward and Mitchell, Tumwater; P. P. & Light, North Bay; Columbia River Manufacturing Co., Knappen; Abernethy & Co., Oak Point.

The export of lumber, foreign and coastwise, for the year ending June 30th, 1870, has been fully one hundred and eighty millions. The capacity of these mills during the same period, if run on full time, is three hundred and twelve million feet.

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In addition to those enumerated, there are numerous smaller mills run by water power, that supply the local demands of each settlement. There are about twenty of these now running, with numerous water-privileges not even yet occupied, that can be improved as the wants of the settlers demand it.

FISHERIES.

It is conceded by all parties competent to judge, who have reviewed the whole ground, that the fishing interest of the North-West coast, will eventually centre in Puget Sound.

The whaling vessels of the Pacific in former years resorted to the Sandwich Islands, and at a later date to San Francisco, for supplies, transfer of cargo, etc. Puget Sound is many days' sail nearer the whaling grounds than San Francisco, has a more capacious and safe harbor, and can now furnish the appliances for repairs and supplies for outfit as cheap as any other point on the coast. The day that the North Pacific railroad is completed will open a new source of trade for the Sound, by attracting the whaling fleet of the North Pacific waters to this harbor.

The cod fisheries are destined to build up a very important commercial interest, employing a great number of men and a large investment of capital. While the fishing grounds lie far to the North of the Sound, the climate and location forbid the extensive curing of fish North of the 49th parallel of latitude, or very far South of the 46th. In consequence of the first on United States soil being too far removed from supplies, and the climate too moist, while the latter locality is too hot to cure properly without injury to the fish, unless extra pains are bestowed upon them to shelter them from the scorching rays of a Southern sun.

San Francisco is seven hundred miles further removed from the fishing grounds than Puget Sound. The equable temperature of this region eminently fits it as a curing station, and with these advantages are the great facilities of the numerous bays and inlets of the Sound, with a beautiful, clean beach upon which to land the fish, and where flakes can be erected at any convenient distance from the beach, upon which to cure the fish. Added to these advantages is the fact that fishing schooners can be built or repaired on the Sound as cheaply as in any part of the United States. Supplies of all kinds are cheap and abundant, brought here at a nominal freight by vessels coming from all quarters of the globe for lumber or spars, or raised upon the alluvial river bottom lands adjacent to the Sound.

Two trips a year can be made from this harbor, while but one is usually made by the Eastern fishermen. This difference is mainly in consequence of the climate. While the fishing grounds of the Eastern coast are perilous even in summer, in consequence of prevailings fogs, lying, as the fishing vessels do, in the track of the great sea-going vessels plying between the Atlantic sea-board and Europe, that of the North-West is comparatively free from these dangers, and have the additional advantage of a mild climate, even in winter, never encountering ice or obstructions of that character, either in winter or summer.

Meager statistics are at hand showing the extent of cod fishing already on the North-West coast. In 1869, "nineteen vessels sailed from San Francisco in March and April of that year, for the Ochotsk and the Choumagin Islands. The first of the fleet returned on the 21st

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of July with 45,000 fish; the remaining eighteen reached port at subsequent dates, the last being as late as November 6th.

"The smallest catch was 13,000; the largest, 115,000; the whole aggregating 1,055,500 fish. Allowing one thousand fish to the ton, there were 1,055½ tons, or 2,111,000 pounds," or an average catch of over 55,000 fish to each vessel.

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Some of the finest cod that has ever been caught on the Pacific coast have been secured this season by schooners owned on the Sound, and long since returned to cure their fish. The number of fish taken in 1870 will far exceed that of last year, judging from the reports of vessels already returned. Other vessels are now building, and still others, no doubt, will be undertaken as the advantages become better known.

Although salmon are abundant in the Sound, yet they are not so easily taken or of so uniform good quality as those taken near the mouth of the Columbia from April till July of each year. There is probably no better quality of fish on the continent, or better facilities for taking them with certainty and in large numbers, than exists in the Columbia for a distance of fifty miles, along the river from the mouth.

The tide rushing in over the bar and into the wide roadstead or bay, struggles with the contending current of the Columbia, and sinks as the tide recedes and allows the lighter waters of the river to rush over the surface and out to sea, to be again crowded up the river at the next flood tide, and so on, leaving brackish or salt water at the bottom and perfectly fresh at the surface. Into this channel the variety of salmon known as the "Chinook," come in countless numbers, and are taken, but a few hours removed from salt water.

Where the main fisheries are located, the river is one and a quarter miles in width, either one shore or the other running off shoal. Gill nets, twelve hundred feet long are floated down the river, in some places for miles, without encountering any obstructions. Two men with their boat and net will average their twelve hundred pounds in one night. These fish can only be taken in the night, when the water is clear. As the channel is deep and the river wide, it is thought impossible to cut short the supply, as millions pass up the river despite the utmost vigilance of the fishermen.

Five establishments have canned about 1,800,000 pounds during the season of 1870, besides over four thousand barrels by other parties. Those in cans nett about fourteen cents per pound; in barrels about five cents per pound. The canned fish are shipped to nearly all parts of the commercial world, and realize a handsome income to the parties interested.

The fish which ascend the Columbia during the months of April, May, June and July, are of different quality from those which ascend at a later season, not the Columbia alone, but all the streams emptying into salt water. Some varieties of these late fish are entirely worthless while other specimens are comparatively good.

In the first run are found some fine specimens weighing seventy pounds, and averaging for the season, as high as sixteen pounds. Of the variety caught later in the season, sixteen pounds is considered very large, and the average will not exceed five.

The Northern waters on the Alaska coast are literally alive with the very best of salmon, even larger than those of the Columbia.

Shoalwater Bay furnishes large quantities of oysters for the Pacific coast trade. There were sixty thousand baskets shipped from the bay during the season of 1869, at one dollar per basket. It is estimated that seventy thousand baskets will be required to supply the demand for 1870. There are about one hundred and fifty men engaged in this business, employing several schooners in the trade connected with it. Clams are found in great abundance on the Sound. The oysters of the Sound are small and confined to isolated districts. Recently parties have undertaken to transfer them to new localities. Time, no doubt, will develop good oyster beds in the waters of the Sound.

The halibut is next in importance to the salmon. These fish abound in the Straits and far up into the Sound, to the North, inside the islands, and on the far-off banks of the North-West coast. Recently parties have undertaken to introduce these fish in the Southern markets fresh, by packing in pounded ice. No statistics are at hand respecting the success of this undertaking. Other means can be adopted if those already tried fail. It is known that where so fine fish as the halibut are so abundant as they are found in our Northern waters, that means will be adopted to get them into the markets of the world. Latterly these fish have been salted lightly and smoked, and in that way preserved. The time will be, when large canning establishments, similar to those engaged in putting up salmon, will prepare the halibut for the markets of the world, and a large commercial interest now lying dormant brought into life.

Thirty thousand fishermen or more have found profitable employment on our North-Eastern coast, while our population was less than thirty millions. Upon the completion of the North Pacific Railroad fish will be sent far into the interior, to supply the wants of an ever-increasing population. For the present, the demands of the market will regulate the number to engage in the business. It is known that many thousands might be engaged, with reasonable prospects of success. True, prices will not rule high, neither should they, as we need cheap food with which to feed our ship-builders and manufacturers.

Puget Sound will be the great centre where the fisherman will draw their supplies, receive their pay, and from whence the fish will be distributed to the commercial marts of the world. The ship-building interest co-incidental to this trade, will employ large numbers of men, and each will draw upon the agricultural and manufacturing interests, taxing them to their utmost capacity, and furnishing a market second to none on the continent, and certain in the no distant future to build up a numerous, prosperous and wealthy community.

NORTH PACIFIC RAILROAD.

The charter of this company require of them to build and equip a first class railroad from Lake Superior to Puget Sound, and that they must construct one hundred miles each year after July, 1870, and complete the whole by the 4th day of July, 1877.

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Puget Sound is defined in an amendment to the charter as comprising all the tide waters connected with the Straits of Fuca, South of the 49th parallel of latitude in the United States territory. A land subsidy of twenty alternate sections of odd numbers, on each side of the road in the territories, and ten in the states through which the road will pass, with the right to go twenty miles beyond these limits on each side of the road to make up any deficiency of lands taken up by actual settlers prior to the location of the road, is granted by Congress.

This grant will cover an area of about 93,000 square miles, or *sixty millions of acres*. It is estimated of value sufficient not only to build and equip the road entire from Lake Superior to Puget Sound, but will leave a surplus sufficient to "fit out an entire fleet for the China, East India and coasting trade, of sailing vessels and steamers, and leave a surplus of millions."

The advantages of this route are that it will run nearly its whole length through a rich agricultural region of far less elevation above the sea than any other road across the continent, and will be shorter by nearly 400 miles from ocean to ocean than the Central and Union Pacific, and 1,600 miles nearer from New York to Shanghai, *via* Puget Sound, than San Francisco.

The subjoined tables will exhibit the comparative distance and altitude of the two competing routes:

ALTITUDE OF THE NORTH PACIFIC ROUTE:

From Duluth, on Lake Superior, to Dakota Valley, 300 miles,	1200 feet.
To Yellow Stone River, 500 miles.....	2200 "
Along the Yellow Stone 100 miles.....	2500 "
To Flat-head Valley, 300 miles.....	3500 "
To Lewis or Snake River, 200 miles.....	3000 "
To Puget Sound, 500 miles.....	400 "
From Lake Superior to Puget Sound, 2,000 miles.	

ALTITUDE OF THE UNION AND CENTRAL PACIFIC ROUTES:

From Chicago to Omaha, 500 miles.....	1000 feet.
To New Cheyenne, 500 miles.....	3300 "
To Cooper's, 100 miles.....	7300 "
To Promontory Point, 485 miles.....	6200 "
To Humboldt, 406 miles.....	4750 "
To Reno, 130 miles.....	4000 "
To Auburn, 118 miles.....	4400 "
To Sacramento, 36 miles.....	300 "
To San Francisco, 100 miles.....	50 "
From Chicago to San Francisco, 2,375 miles.	

NOTE.—Engineers allow one mile additional running time for every fifty-two feet of rise and fall.

The highest point on the Central Pacific is 8,235 feet, while that of the Northern Pacific is 4,950.

Governor Stevens, in his report on the North Pacific Railroad, says that "along the coast the prevailing sea breezes from the South-West in winter, and the North-West winds in summer, so modify the climate that the isothermal line runs nearly parallel to the coast, and making

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.....	6,716
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To the question "will the road be built?" we can give an emphatic affirmative answer, and that, too, in time to afford an opportunity to celebrate the great centennial anniversary of the National Birth-day, upon the summit of the broken down range of the Rocky Mountains, amid settlements far up on the mountain sides, if not to the very summit.

COAL.

Since the comparatively recent enormous growth of steam marine, the attention of all commercial nations has been more particularly directed to deposits of coal convenient to the ocean, than in former years. The question of a full supply of cheap coal, and of good quality, is one of more than ordinary importance to Puget Sound, considering the contest certain to arise for the carrying trade of the East, upon the completion of the North Pacific Railroad. The freight from China and Japan is of such a nature that speed is the great consideration. The line of railroad across the continent will be shorter and the distance less to important ports of China and Japan, yet without coal to generate steam, Puget Sound might fail in her laudable aspirations to grasp this great trade in the no distant future.

Coal is known to exist at short intervals from the Columbia River near Monticello, to Bellingham Bay, near our Northern boundary, a distance of two hundred miles. These outcroppings are found in veins from two to sixteen feet in thickness, and vary considerable in their quality so far as examined, yet no fair test has been given except perhaps that at Bellingham Bay, and at the Lake Washington field, near Seattle.

To particularize, it is found within a mile of the Cowlitz river, some four miles from Monticello; then, again, near Claquato, on the Chehalis, thirty-five miles from the first; then on the Skookum Chuck, and at short intervals to within fifteen miles of Olympia; next, on the Puyallup, East of Commencement bay; on Green river, to the North of the last named; then the Lake Washington field, seven miles East of Seattle; and again fifteen miles to the East and not three miles distant from the famous Snoqualmie falls; and so on through to the 49th parallel. That found on the West side of the Sound, is in seams not so thick as those named, yet of excellent quality. When it is known that this country is comparatively yet unexplored, much of it unsurveyed, and all sparsely settled, it is fair to presume that other discoveries will be made, and that in all probability the strata underlies the whole country. That at Bellingham Bay is already worked 800 feet under the waters of the Sound.

Twenty-five thousand tons of coal were shipped from the Bellingham Bay mine during the year 1869. The mine had been on fire and was flooded to extinguish the fire, which closed it for three months of that year. One hundred thousand tons per annum can now be taken from this mine and delivered to vessels. The bunkers recently erected, together with the wharf, will easily clean 500 tons of coal per day. They are of 4,000 tons capacity, and capable of delivering 1,000 tons per day to vessels. Three vessels can load at the same time and at a cost of about \$3 per ton.

The test for the caloric value of this coal, taking the average of four samples of Newcastle coals, that of these, one pound would elevate 66.63 pounds of water from 38° to 212°, Fahrenheit. While one pound of this coal would affect the same change on 59.90, while the average specific gravity of Newcastle coal was 1.26; that from the Bel-lingham Bay mine was 1.31; from the Lake Washington field 1.18. This last is described as being "nearly as hard as anthracite, burns with a clear flame, does not emit the black smoke so common to other coals on the coast, and so far as tried it is pronounced superior for purposes of steam. * * * It burns up thoroughly, making no clinker, and leaving a very small proportion of ashes."

The confidence of capitalists in the quality of the coal found here is best illustrated by an account of the action taken towards developing the mine:

"The Seattle Coal Company have just let a contract for three years for bringing coal from their mine to Lake Washington, over the new tramway, which is about three miles in length. Heretofore the coal has been brought by wagons, and then shipped in scows by lake and river some twenty-five miles to Seattle. But a more expeditious plan is henceforth to be pursued. Steamboats are to run across lakes Washington and Union, transporting the coal to within a mile and a half of this place (Seattle). Over this last distance another tramway is to be forthwith laid down, and parties are now busy cutting the ties, opening the road, and preparing everything for the speedy and constant shipment of coal over this route. A warehouse is to be erected at its terminus on the bay, where coal can be taken in safety and forwarded to San Francisco and elsewhere as fast as needed. The portage between lakes Washington and Union, a distance of about a quarter of a mile, will be passed over by boats on cars, so constructed as to require no handling of the coal; it will be carried in the same vessels in which it is received from the chute on the East side of Lake Washington, all the way until its delivery at Seattle. The company of contractors who transport the coal, and build the tramroad and boats for this latter distance, have bargained to be ready for work by the first of October next. The probability is that they will be ready early in September. Their contract runs for six years, and they are to bring any amount that the markets of the world may demand."

Considering the fact that the quality of coal in Washington Territory is far superior to any found on the Southern coast, and that it exists in such great abundance and over so wide spread district that it is not to be wondered at that a recent disinterested writer, upon examination of our coal fields, said that "nature had made Washington Territory the Pennsylvania of the Pacific."

HEALTH.

The tables of mortality given in the United States census reports exhibits a marked range of per centage. In 1850 the ratio of deaths to population were: In Alabama, 1 in 84; District of Columbia, 1 in 61; Indiana, 1 in 77; Kentucky, 1 in 65; New York, 1 in 68; Ver-

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mont, 1 in 100; Massachusetts, 1 in 51; California, 1 in 99; Minnesota Territory, 1 in 204; Oregon Territory, 1 in 285. In 1860, the deaths in Arkansas were at the rate of one person out of every forty-eight; Massachusetts and Louisiana, 1 in 57; Illinois and Indiana, 1 in 87; Kansas, 1 in 68; Vermont, 1 in 92; California, 1 in 101; Oregon, 1 in 172; Washington Territory, 1 in 228. Again, from the Surgeon General's army report it is shown that the ratio of deaths from fever was: In New England, 1 in 283; Harbor of New York, 1 in 66; the Great Lakes, 1 in 159; Jefferson barracks and St. Louis Arsenal, 1 in 113; Texas Southern frontier, 1 in 67; Texas Western frontier, 1 in 529; Oregon and Washington Territory, 1 in 529.

The very favorable showing contained in the census reports, is in part accounted for by the difference of the thoroughness of the work in taking the census of different localities, yet we look forward with confidence to the forthcoming census, to bear out the assertion, that no other state or territory will compare with Washington Territory in health and longevity. The report of the Surgeon General is less liable to error, yet exhibits in a more marked degree the proportionate deaths from fever; while that of the five districts named averaged one in one hundred and thirty-seven, that of Washington Territory was one in five hundred and twenty-nine.

There are no malarial districts to generate fevers, and cases of fever and ague are unknown. The nights are always cool and refreshing, the days seldom hot, and the temperature equable throughout the year. There are no diseases peculiar to this country, and fatal epidemics are unknown. No case of hydrophobia has ever been reported. Of poisonous reptiles there are none. The snakes are perfectly harmless throughout this region. In a word, life and person are as free from casualties common to the human family, as in any part of the United States.

ROUTES.

Several ways are open to those desiring to come to the Territory, prominent among which is by sail vessels, coming to the Sound from San Francisco for return cargoes of lumber. For the emigrant with his family, this, although rather more tedious, is by far the best route to choose. Another route much used is by steamer, to Portland, and thence overland to the Sound. The first mentioned route is much less tiresome, does not cost so much, is just as safe, and with this advantage, that one's goods and chattels can be kept with them, and ready for use upon arrival. It is probably not desirable or necessary to bring much freight, as everything needed for house-keeping and comfort can be purchased here upon reasonable terms, yet any article of value that will bear transporting to San Francisco, can be speedily and safely transferred to Puget Sound and at the very moderate cost of five dollars per ton, to any of the milling ports, and from thence to any part of the Sound by semi-weekly steamers touching at all points of importance, at an additional cost of two dollars per ton.

The cost of passage, by sail, from San Francisco to the Sound, is twenty-five dollars in coin, and occupies about twelve days in winter

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and twenty in Summer. A person landed at one of the numerous large lumbering establishments, is within easy reach of employment, if he desires it, and not far removed from government land, in the river bottoms and on the tide flats adjacent to the Sound.

Another route open to travel is *via* the mouth of the Columbia River to Astoria or Portland, Oregon, thence by the river to Monticello on the right bank of the Columbia, and from this last point eighty-five miles overland to the Sound. This route offers the inducement of speed, as well as the opportunity of examining a far larger scope of the country, and by those unincumbered with families would probably be preferred.

The fare from San Francisco to Olympia, *via* Portland, by steamer, payable in coin, is: from San Francisco to Portland, coin, \$36; steerage, \$20 50; thence to Monticello, \$1 50; thence by stage to Olympia, \$8 00. Total, cabin passage, \$45 50; steerage, \$30 00; time, six days. Or, from Portland the traveler can take the ocean steamer running to the Sound *via* the mouth of the Columbia, and usually going no further than Seattle. The fare on this route is: from Portland to Seattle, or points below, \$25 00; freight, per ton, \$7 00; time, three days. This steamer makes a trip about every ten days.

The most important routes of travel in the Territory runs North and South about midway from the summit of the Cascade Mountains, to the East, and the Coast Range, bordering on the Pacific Ocean, on the West. From Monticello, near the Columbia River, to Olympia, on the Sound, it is sixty-six miles, overland, on an air line; from thence to the Northern boundary, one hundred and thirty-five miles. By the usual traveled route it is much further.

FROM OLYMPIA SOUTH BY STAGE ROAD:

To the first crossing of the Chehalis.....	30 miles.
" Claquato, and second crossing of the Chehalis.....	7 "
" McDonald's, (stage station,).....	12 "
" Pumphry's Landing, on the Cowlitz, (stage station,).....	14 "
" Jackson's, on Arkansas creek, (stage station,).....	16 "
" Monticello, on the Cowlitz, and near the mouth of this river.....	12 "
From Olympia to Monticello.....	85 "

The first thirty miles is over alternate prairie and timber—soil gravelly and sandy, and the road good. The balance is a clay region, muddy in winter and rough all the time. Stage time: leave Olympia at 2 o'clock A. M., and reach Monticello next day at 9 A. M.; rest at Pumphry's seven hours. A daily mail is carried by stage over this route.

FROM MONTICELLO BY DAILY STEAMERS:

To the Columbia River.....	2 miles.
" Vancouver, up river.....	41 "
" Cascades.....	42 "
From Monticello to the Cascades.....	85 "

FROM MONTICELLO DOWN THE RIVER BY TRI-WEEKLY STEAMERS:

To Oak Point.....	20 miles.
" Cathlamet.....	12 "
" Pacific City, near the mouth of the Columbia.....	40 "
From Monticello to Pacific City.....	72 "

The daily steamers from Monticello up the river reach Portland, Oregon, in eight hours; distance, 50 miles.

The tri-weekly steamers reach Astoria, Oregon, and near the mouth of the Columbia, in six hours; distance, 60 miles.

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These steamers run as an accommodation line, touching at all points on either bank of the river where local business offers, thus extending the time for through travel.

FROM OLYMPIA NORTH BY SEMI WEEKLY STEAMERS:

To Steilacoom.....	24 miles.
" Tacoma.....	17 "
" Seattle.....	31 "
" Port Madison.....	12 "
" Port Gamble.....	30 "
" Port Ludlow.....	11 "
" Port Townsend.....	17 "
" Victoria, B. C.....	50 "
From Olympia to Victoria.....	182 "

The time occupied in running from Olympia to Victoria is twenty-two hours.

FROM OLYMPIA NORTH, OVERLAND:

To Steilacoom.....	22 miles.
" Franklin, on the Puyallup.....	16 "
" first crossing of Stuck.....	2 "
" second ".....	5 "
" Slaughter Post Office.....	4 "
" the crossing of White River.....	3 "
" White River Post Office.....	2 "
" the crossing of Black River.....	10 "
" Seattle.....	12 "
From Olympia to Seattle.....	76 "

FROM OLYMPIA WEST, OVERLAND:

To settlements near the Lower Chehalis.....	33 "
" Satson Creek, (tide water,).....	6 "
" Wynootche Creek, (tide water,).....	8 "
" the mouth of the Chehalis and Gray's Harbor.....	13 "
From Olympia to the mouth of the Chehalis.....	60 "

From Steilacoom East, *via* Nah-chess Pass, to Wallula or Old Fort Walla Walla, East of the Cascade Mountains, it is 225 miles. This road was opened through the mountains for wagons in 1853, by an emigrant train and citizens. In 1854 the government spent \$20,000 on it as a military road, and a large number of emigrants came over it that year with their wagons. Subsequently this route has become blocked up with timber, and only used as a pack trail or for loose animals.

FROM SEATTLE EASTWARD, VIA SNOQUALMIE PASS:

To Clymer's Post Office, on Black River.....	11 miles.
" Squak.....	9 "
" Snoqualmie River.....	18 "
" " summit.....	23 "
" Lake Kitchelas.....	5 "
" Thorp's.....	24 "
" Umatilla City.....	110 "
From Seattle to Umatilla City.....	200 "

This road is open for wagons across the Cascade Mountains to the prairie. Within the last five years seven thousand dollars has been expended on it by the Territory and King county, together with private subscriptions. King county is now expending \$1,500 more this present season.

MAIL ROUTES.

From Olympia to Steilacoom city, 25 miles, and back, three times a week, by stage.

From Olympia, by Arcadia and Oakland, to Skokomish, 36 miles, and back, once a week, in boats.

From Olympia, by Cedarville, Elma, Montezano, Hoquin, Chehalis Point, Bruceport, Port Willopa, Oysterville and Unity, to Astoria, Or., 178 miles, and back, once a week.

From Olympia to Yelm, 23 miles, and back, once a week, horseback.

From Olympia by Tonawater, Coal Bank, Grand Mound, Skookum Chuck, Claquato, Grand Prairie, Castle Rock and Freeport, to Monticello, and back, six times a week, by stage, 85 miles.

From Olympia by Steilacoom city, Seattle, Port Madison, Port Gamble, Port Ludlow, Port Townsend and Port Angeles, to Victoria, B. C., 200 miles, and back, twice a week, in steamers.

From Claquato to Boisfort, 10 miles and back, once a week, horseback.

From Port Townsend to Port Discovery, seven miles, and back, once a week, by stage.

From Skookum Chuck by Saunders' Prairie and Cowlitz, to Grand Prairie, 30 miles, and back, once a week, horseback.

From Steilacoom city to Franklin, 16½ miles, and back, once a week, horseback.

From Vancouver, by Cathlapoodle, Union Ridge, Lincoln and Pe-kin, to Freeport, 64 miles, and back, once a week.

From Seattle, by Mukilteo, Tulalip, Snohomish, Coupyville, Swinomish, Utsalady and Skagit river, to Whatcom, 165 miles, and back, once a week, in steamers.

From Seattle, by Freeport and Port Blakely, to Port Orchard, 30 miles, and back, once a week, by steamers.

From Seattle, by White River and Slaughter, to Franklin, 38½ miles, and back, once a week, horseback.

LANDS AND LAND TITLES.

Land has ruled low, population being sparse, and land to be had simply by residing upon it. There is no controversy respecting titles except, perhaps, in a small district formerly claimed by the Hudson's Bay Company, or, as they style themselves, Puget Sound Agricultural Company. The United States Government having purchased all the rights of the company in the United States, has settled that question, and are this present season surveying the land, and hence it may be fairly stated that there are no disturbing elements respecting land titles in the Territory.

The early settlers, prior to the year 1854, obtained their title under the operation of the donation law, giving at first 640 acres, and later

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320 acres, to heads of families, and half that quantity to single persons. Comparatively few claims were taken under the first provision, and hence half and quarter section claims are the rule in settled portions of the Territory. The titles to these claims are safe and subject to private sale at prices ranging from three to twenty dollars per acre, according to the quality of the soil, the location and the improvements made. In addition to this, all the land surveyed prior to 1860-61 has been "offered," and hence is now subject to private entry.

"There are two classes of public lands; the one class at \$1 25 per acre, which is designated as *minimum*, and the other at \$2 50 per acre, double *minimum*. Where every alternate section of odd numbers is granted to a railroad, the balance is held as *double minimum*." Title may be acquired by purchase, at public sale, or by ordinary private entry, and by virtue of the pre-emption and homestead laws.

Since the passage of the homestead law in 1862, there has been no land offered at public sale, and hence all the land surveyed since that date has been left for the actual settler under the homestead and pre-emption laws.

Homestead claims can be taken on surveyed land to the extent of one hundred and sixty acres on *minimum* and eighty acres on double *minimum* by paying the office fees, amounting to \$22 00.

By a recent act of Congress, soldiers having served three months in the army and having an honorable discharge, are entitled to one hundred and sixty acres under the homestead law, on *double minimum*, or alternate reserved sections.

"Pre-emptions to the extent of one quarter section may be made under the general pre-emption laws upon 'offered' and 'unoffered' land; in certain cases, including Washington Territory, "may have legal inception by actual settlement upon unsurveyed land, although in such cases no definite proceedings can be had as to the completion of title until after the surveys are officially returned to the district land office."

"The act of March 3, 1853, extends the pre-emption for one quarter, or one hundred and sixty acres at \$2 50 per acre to every 'alternate' United States or reserved section along the line of railroads."

The second section of the act of July 14, 1870, requires that "all claimants of pre-emption rights shall hereafter, when no shorter period of time is now prescribed by law, make the proper proof and payment for land claimed, within eighteen months after the date prescribed for filing their declaratory notices shall have expired: *Provided*, That where said date shall have elapsed before the passage of this act, said pre-emptor shall have one year after the passage hereof, in which to make such proof and payment."

"This act leaves the provisions of law as heretofore respecting 'offered lands' viz: filing within *thirty days*, and payment within *twelve months after settlement*." Upon surveyed unoffered land, filing within three months and payment within *twenty-one months after settlement*.

There are two land offices West of the mountains, one at Olympia, on the Sound, and one at Vancouver, on the right bank of the Columbia River.

The final location of the North Pacific Railroad will, no doubt, be made immediately, and upon which the Government will withdraw from settlement the alternate odd sections for a region of country forty miles wide on each side of the line, and hold the balance, or even numbers, as double *minimum*, or at \$2 50 per acre if entered, or give 80 acres for homestead right.

The policy of the railroad company in conformity to their interest, will be to encourage settlement, and hence there can be no doubt but every facility will be afforded for distributing the land at such a price, and upon such terms as will insure a speedy settlement. There is no restriction respecting the price at which the company may sell their land until the expiration of five years after the completion of the road: after that date, the company must sell for \$2 50 per acre.

TRADE OF PUGET SOUND.

The *Pacific Tribune* of Sept. 25th, 1869, says: By the kindness of Major Van Bokkelen, of the Custom House, we have been furnished with the following statement of the trade of Puget Sound District No. 103, from July 1st, 1868, to June 30th, 1869:

Coasting trade between Puget Sound and San Francisco—vessels enrolled and licensed in Puget Sound District: 13 schooners, 1 brig, 25 barks and barkentines, 4 ships and 8 steamers; total, 51 vessels. Total tonnage, 17,439 50-100.

Vessels engaged in coasting trade that are enrolled and licensed in San Francisco District: 3 schooners, 5 brigs, 18 barks and barkentines, 5 ships; total, 31 vessels. Total tonnage, 12,839 98-100.

Number of registered vessels that cleared coastwise during the year ending June 30th, 1869: 51 vessels; tonnage, 25,045.

The vessels engaged in the coasting trade between this district and San Francisco, have for the past ten years, never averaged less than seven trips annually, which makes the clearances coastwise as follows, for the year ending June 30th, 1869: 261,368 36-100 tons leaving the district.

The shipments coastwise, as far as can be obtained correctly, are as follows:

	FEET.	VALUE.
Piles, spars and sawed lumber, (rough,) all kinds.....	103,500,000	\$1,035,000
Dressed lumber of all kinds.....	52,500,000	1,050,000
Coal, tons.....	23,680	153,920
Miscellaneous articles of merchandise.....		30,500
		\$2,278,420

Number of vessels engaged in trading between the ports on the Sound, that never leave the district: 15 steamers, 1,350 39-100 tons: 24 sloops, 174 31-100 tons; 9 schooners, 227 34-100 tons. Forty-eight vessels, 1,752 04 tons.

Foreign trade during the year ending June 30, 1869: 142 American vessels, 38,759 36-100 tons; 41 foreign vessels, 19,255 90-100 tons. Total, 183 vessels, 58,015 26-100 tons.

Articles of foreign export and value:

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WEST OF THE CASCADE MOUNTAINS.

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	VALUE.
Living animals, 13,285 head.....	\$191,090
Grain.....	2,017
Flour.....	1,800
Furs.....	23,092
Cotton manufactures.....	1,315
Miscellaneous merchandise.....	62,005
Provisions.....	6,289
Lumber, spars, piles and lumber assorted.....	207,048
	\$465,280

RECAPITULATION.

Whole amount of coastwise tonnage.....	211,308 36-100
“ “ foreign trade tonnage.....	58,015 26-100
Total tonnage.....	319,383 12-100
Value of exports coastwise.....	\$2,278,420
“ “ foreign.....	495,280

Total value of exports.....\$2,773,700

Imports coastwise cannot be ascertained, as vessels trading coastwise do not report at Custom House.

FOREIGN IMPORTS.

	VALUE.
Merchandise admitted free of duty.....	\$ 1,005 00
Paying duties.....	62,886 41
	\$63,981 41

The value of the imports and exports of Puget Sound District, as far as can be ascertained, \$2,837,987 41.

Vessels sailing out of district regularly, under temporary papers issued in this district; 15 barks, tonnage, 6,372 90; two steamers, tonnage, 579 48. Total, 6,952 38 tons.

Total tonnage recorded in district:

	TONS.
82 sail vessels.....	22,089 94
18 steamers.....	2,525 71
	24,915 65

Vessels built in the district during the year.

	TONS.
2 sloops.....	12
6 schooners.....	679 13
4 barks and barkentines.....	1,934 51
1 brig.....	230 00
5 steamers.....	938 08
	3,782 32

The following statement has been kindly furnished by Hon. M. S. Drew, Collector of Customs for Puget Sound District, for the year ending June 30, 1870:

Value of goods imported from foreign countries.....	\$33,105 00
Amount of duties collected.....	41,326 00

EXPORTS OF DOMESTIC PRODUCE.

Value exported in American vessels.....	\$291,010 00
“ “ Foreign “.....	149,005 00
Total exports foreign.....	\$440,915 00
Live animals of all kinds.....	43,713 00
Lumber of all kinds.....	266,288 00
All other articles.....	130,914 00
	\$440,915 00

WASHINGTON TERRITORY

TONNAGE BELONGING TO THE DISTRICT.

	TONS.
62 sailing vessels.....	13,711 00
19 steamers.....	2,015 87
8 scows and barges.....	140 77
Total tonnage.....	15,867 73

Vessels cleared during the year: American vessels for foreign countries—115 steamers, 4 ships, 13 barks, 2 brigs, 13 schooners, 2 sloops; total number of vessels, 149; number of tons, 55,606 25; number of men, 2,105.

Foreign vessels for foreign countries: 6 steamers, 16 ships, 6 barks, 3 sloops; total, 31; number of tons, 19,227 42; crew, 456.

American vessels coastwise: 29 steamers, 11 ships, 18 barks, 1 brig and 9 schooners; total, 68; number of tons, 31,779 74; crew, 1,092. Total number of vessels cleared, 248; total number of tons, 106,613 41; crews, 3,653.

Vessels entered during the year: American vessels from foreign countries—95 steamers, 1 ship, 10 barks, 1 brig, 18 schooners and 22 sloops; total, 148; number of tons, 39,840 06; crews, 1,852.

Foreign vessels from foreign countries: 6 steamers, 7 ships and 3 sloops; total, 16; number of tons, 5,366 57; crews, 62.

American vessels coastwise: 39 steamers, 18 ships, 43 barks, 3 brigs and 6 schooners; total, 109; number of tons, 55,561 18; crews, 1,853. Total number of American vessels entered, 272; total number of tons, 100,767 81; total number of crews, 3,502.

In the coasting trade belonging to other ports there are eighteen vessels, viz: 1 ship, 12 barks, 1 brig and 4 schooners: total, 18; number of tons, 7,761 25.

The value of the shipments coastwise cannot be obtained from any other source than the mills from which the lumber is shipped, as vessels do not clear from this port unless sailing under a register.

The year's shipment coastwise is estimated at three million dollars, being an increase over the preceding year of nearly three hundred thousand dollars.

Imports coastwise cannot be ascertained, as the vessels are not obliged to report at the Custom House except in certain cases.

SHIP BUILDING.

Eighteen vessels, of all kinds, including five steamers, were built on the Sound during the year ending June 30, 1869. The statistics are not at hand for the year 1869-70, but it is known that not so many have been built as during the previous year, in consequence of the low rate of freights prevailing on the coast and elsewhere. A ship of 1,000 tons burden is on the stocks at Port Madison, building by Messrs. Meigs & Gawley of that place. Some schooners are building for the cod fisheries of the North, and steamers for local trade.

The board of marine underwriters of San Francisco, during the year 1867, instituted an inquiry respecting the cost of ship building on the Pacific coast, as compared with Eastern ship yards. The facts developed by these inquiries were that vessels could be built of the tim-

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ber found on this coast, all other finish the same, at a less price than on the Atlantic sea-board.

The committee appointed to make the investigation say:

"The growth of the business has also been hindered by grave doubts as to the strength and durability of our firs when used as ship timber. The predilections of all American and English shipwrights are naturally for oak; but oak has been scarce, or rather the oak of this coast has generally been found worthless for these purposes, while only the laurel has been found suitable as a substitute for it. Sufficient time has, however, elapsed to prove to us that we have several kinds of ship timber in the greatest abundance, and of a size and quality in every way better adapted for ship building than the timber used for many years back on the coast of Maine or the British Provinces.

"RED AND YELLOW FIR.—These trees, which constitute about one-half of the dense growth of timber of Oregon and Washington Territory, have become celebrated throughout the world for their magnificent proportions and the serviceable quality* of the spars and lumber supplied from them. They frequently furnish sticks 150 feet long, 18x18 and even 24x24 inches square, without a particle of sap, without a rent or check, perfectly sound and straight. Planks of this timber, 60 and 90 feet long are readily obtainable, thus avoiding the necessity for more than one-third to one-half as many butts or scarphs in a ship's sides, decks, or fore-and-aft timbers as are required in Eastern or European vessels. As to the strength of these woods many mechanics think it fully equal to that of Eastern white oak, and they all agree that if oak be stronger, nothing is easier than to use enough more of our fir to make up the difference in strength. In some other respects the fir has the advantage over oak. It contains just enough pitch to enable it to hold iron fastenings with a tenacity so great that bolts and spikes generally break before they will draw out of it. Iron never becomes "sick" when imbedded in it, as it does when corroded by the acid which saturates all kinds of oak. As to its durability, we know that although it has not yet been tested as the sole material of a guano or pepper ship, yet it has been extensively used for new timbers, planking, ceiling decks, keelsons and stanchions, in large vessels repaired on the coast; it has been the sole material used in building our coasting and river schooners; it has built the *Chrysopolis*, *Yosemite*, *Capital*, *Geo. S. Wright*, *John T. Wright*, and many other river steamers. It has been used in doubling and rebuilding all the old steamers on this coast, and we have never yet met a ship-master who, during our fifteen years of this kind of experience, has complained of its want of durability."

"TIDE-LAND SPRUCE.—This tree is also abundant in many parts of Washington Territory, Oregon and Alaska. It resembles the hackmatack of the Eastern States, and is particularly suitable for top timbers

* NOTE.—Experiments made by the French authorities in the Imperial dock-yard at Toulon, show that masts from Vancouver's Island are superior to the best class of Riga spars. The report of the French engineers, which is equally applicable to the masts and spars of Puget Sound, says: "The principal quality of these woods is a flexibility and tenacity of fibre rarely met with in trees so aged; they may be bent and twisted several times in contrary directions without breaking, and possesses other rare qualities, such as 'exceptional dimensions, strength and lightness, absence of knots, &c.'"

and natural crooks. Knees and breasthooks of almost any size can be procured from it; indeed, it is our principal dependence for these portions of a vessel's frame, on account of its spreading its roots flat on the surface of the ground. The durability of this wood is believed by mechanics to be about the same as that of hackmatack. It holds iron fastenings remarkably well, and grows to a size sufficient for all ship-building purposes."

"YELLOW CEDAR.—This tree is undoubtedly the most valuable of all our trees for ship-building. It is found in great quantities at Coos Bay, thence along the coast of Oregon to Port Orford; also, on the islands and main land of Alaska. The Indians of the latter Territory have for ages used its trunk for their canoes. A vessel built of it at Sitka, thirty years ago, was recently examined, five years after she was wrecked, by the officers of the revenue steamer *Lincoln*, and the timbers appeared as sound and perfect as on the day she was launched. This cedar is much finer grained, handsomer, more dense, and a better timber in all respects than any other cedar known. It grows to a height of 175 feet, with a diameter of four feet. It is probably the finest material for decks in the world."

"WHITE CEDAR.—This tree, the common cedar of the Eastern States, is found abundantly on the mountains in Washington Territory. It possesses here the same qualities as elsewhere, and is just as suitable for ship-building, and just as durable here as at the East. Logs of it have been found at Puget Sound under the roots of living trees four feet in diameter, yet remaining perfectly sound, showing that after two or three hundred years, it betrays no signs of decay."

"OAK.—The oaks of this coast have been generally found unfit for ship-building, or indeed for any other mechanical purpose; yet we are informed that a sufficient amount of good oak can be procured about Puget Sound for stems, stern-posts and other portions of ship's frame, especially if the timber be "docked" a long time before using it. Judge G. L. Shafter, late of the Supreme Court, who is largely interested in the Point Reyes Rancho, informs us that a variety of oak is found in great abundance about Bodega and Tomales, which is just as good for every mechanical purpose as the best Connecticut pasture oak—that it grows to a sufficient size for ship-building, furnishes a great number of natural crooks, and is tough enough to make axe helves or wagon material. As Bodega and Tomales are good harbors, and of easy access, there is no reason why this material could not be delivered at any point on the coast at a very moderate expense."

"LAUREL.—Considerable quantities of this timber are found on the northern coast range of California, and throughout Oregon and Washington Territory. Sticks of 50 to 60 feet long may be frequently found large enough for keels and keelsons. It makes excellent material for stanchions, stems and stern-posts, rudder-stocks, aprons, rife-rails and cabin finishing; for which latter purpose it is eminently fitted from its beautiful colors and susceptibility of taking a high polish. Its durability, however, when put into a ship's frame between wind and water, has been questioned, and it has not been used extensively or long enough to settle this point definitely. Those who are best qualified to judge, be-

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lieve that when cut at the proper time of year, and well seasoned before using, there will be no trouble about its durability."

"FOREIGN WOODS.—If it should, however, be found that none of our present coast woods are suitable for those portions of a ship's frame usually constructed of hard wood, there is no doubt we can import the teak from India, or the koah wood, from the Sandwich Islands, or the mahogany, from Central America and Mexico, or oak from Australia, as cheaply as foreign woods are now imported into Great Britain for ship-building purposes; provided the transportation be effected in suitable vessels and on a large scale. We should be no worse off in this respect than the ship-builders of New York, Boston or Maine, nearly all of whose timber is now procured from a great distance."

"IRON—Has lately begun to be produced near St. Helens, Oregon, from a mine said to be inexhaustible, and yielding an ore so rich, that we are informed that shoe shapes may be hammered out, or castings made at the furnace from the first melting. This mine is surrounded by exhaustless material for charcoal. It is owned by men of large capital and enterprise, who will doubtless soon be able to produce iron of every description below the present cost of importation."

"PITCH, TAR, TURPENTINE AND ROSIN.—During the first years of the late war, the high prices of these articles stimulated several parties to attempt their production, both in this State and in Washington Territory. The result was a finer article of pitch and rosin than any ever imported from the Carolinas or Stockholm, and the discovery that if there was a larger demand, both of these articles, and also a fine quality of turpentine can be produced in any quantity, and at prices below the cost of importation, almost at the ship-yards themselves. Single trees are frequently met with on Puget Sound, whence from two to ten barrels of raw pitch can be drawn at one tapping. The Sugar Pine of California also yields a superior article of pitch and rosin."

"COAL—Of a quality resembling anthracite is found at a mine a few miles from Seattle, on Puget Sound. The principal article of export from Coos Bay and Bellingham Bay, is coal of a quality sufficiently good for all purposes connected with ship-building; and it can be furnished at the yards adjacent much less than New York or Boston prices."

"CORDAGE AND CAKUM—Can be supplied in any quantity, and at prices below the cost of importations by the San Francisco Cordage Factory—an establishment that has for twelve years past supplied a large portion of the Manilla rope used on this coast. We are not aware that this establishment has yet undertaken the manufacture of tarred rigging, but there can be no doubt that, as soon as our farmers have made up their minds to raise hemp—for which many parts of our State are specially adapted—this, or some similar ropewalk will be able to supply all the tarred rigging required on this coast for both new and old vessels."

"SPARS.—Since Puget Sound has for years supplied several British and French ports, China and Australia, with the finest spars in the world, it is needless for us to allude to this important item, except to remark, that in nearly all the prominent ship-yards of the old world a

heavy freight has to be paid on spars, because they require vessels of a large size to be injured for other purposes by the cutting of bow-ports; while the bulky nature of the cargo requires a long time for loading and discharging. All this is wholly saved at Puget Sound and at all other of our lumber ports, where the finest of spars can be procured in immense quantities for the mere cost of cutting and towing them to the yards."

MANUFACTURING.

Manufacturing interests are almost entirely undeveloped, except that of lumber of all kinds, which it is thought has obtained a character second to none on the continent. One hundred and eighty million feet of lumber of all kinds were manufactured and shipped from thirteen of the principal mills on the Sound, during the years 1869-70, not to speak of the home consumption, the supply of which is usually obtained from neighborhood mills erected upon water powers, found in almost every settlement. The full capacity is much larger than the amount actually made. This is accounted for by the fact that lumber is "down" in the markets, and hence all are running upon easy time until business becomes better.

But few hides are now exported, yet the principal portion of the leather manufactured by our tanneries is sent to San Francisco, and boots and shoes purchased in the same market to supply the demand. There is one tannery at Tumwater, one at Steilacoom and one at Seattle, all doing a thriving business.

There are two flouring mills at Tumwater, two near Steilacoom one at Seattle and one at Port Gamble, that are in close proximity to the Sound. These mills import large quantities of wheat from Oregon and California, in addition to that obtained from the farmers, and supply not only the local demand for the lumbermen and towns on the Sound, but ship to British Columbia and the Northern markets. The aggregate capacity of these mills are three hundred bushels every twenty-four hours.

One woolen factory has recently been erected near Steilacoom, at a cost of twenty thousand dollars, but not yet running. It is hoped this will be the precursor of others to follow, that will effectually check the export of wool, and a corresponding import of woolen fabrics.

Three foundries and machine shops, one at Olympia, one at Seattle and one at Port Madison, supply only in part the wants of the community in their line, as they cast only to order.

Other minor branches of manufacturing and mechanical industry, such as wagon, blacksmith and cooper shops, sash and door factories, cabinet shops, boot and shoe shops, that supply the local demand, are followed in the different towns and localities suited to their wants.

There is a boot and shoe manufactory at Olympia, established on a paying basis. A new furniture manufactory has recently been established at Tumwater that will be able to supply the trade at Eastern rates.

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STATISTICS OF COUNTIES.

VOTE FOR THREE YEARS.

Counties.	County Seat.	Area of square miles.	Surveyed square miles.	Under con tract, 1870, square miles.	1867.		1869.		1870.	
					Democratic.	Republican.	Democratic.	Republican.	Democratic.	Republican.
Clarke.....	Vancouver.....	1350	432		342	287	374	312	406	76
Chelan.....	Montesano.....	2200	450		57	31	60	30	110	30
Cowlitz.....	Freeport.....	400	216	36	83	91	101	88	87	87
New Waukesha.....	New Waukesha.....	1700	100		49	67	41	68	38	80
New Waukesha.....	New Waukesha.....	1700	200		84	91	83	96	80	80
New Waukesha.....	New Waukesha.....	1700	210		113	129	264	112	112	112
New Waukesha.....	New Waukesha.....	1700	110	72	133	129	83	184	273	273
New Waukesha.....	New Waukesha.....	1700	432		128	154	176	184	273	273
New Waukesha.....	New Waukesha.....	1700	1800		111	171	260	127	226	226
New Waukesha.....	New Waukesha.....	1700	288	144	111	171	260	127	226	226
New Waukesha.....	New Waukesha.....	1700	1000		13	38	96	30	32	65
New Waukesha.....	New Waukesha.....	1700	306		85	76	84	106	95	128
New Waukesha.....	New Waukesha.....	1700	300		38	53	53	66	40	40
New Waukesha.....	New Waukesha.....	1700	216		15	122	45	87	153	153
New Waukesha.....	New Waukesha.....	1700	108	360	138	86	131	133	48	48
New Waukesha.....	New Waukesha.....	1700	150	36	61	69	115	121	88	88
New Waukesha.....	New Waukesha.....	1700	30		43	28	79	21	36	36
New Waukesha.....	New Waukesha.....	1700	250	288	163	49	57	53	63	92
New Waukesha.....	New Waukesha.....	1700	500		225	214	260	241	414	414
New Waukesha.....	New Waukesha.....	1700	672		8	8	20	17	42	42
New Waukesha.....	New Waukesha.....	1700	13	36	606	482	384	770	531	531
New Waukesha.....	New Waukesha.....	1700	1260	36	65	48	81	55	56	60
New Waukesha.....	New Waukesha.....	1700	110	108	25	19	25	71	100	100
New Waukesha.....	New Waukesha.....	1700	4800		2372	2369	2742	2863	2618	2618

FEDERAL AND TERRITORIAL OFFICERS.

NAMES	OFFICE.	RESIDENCE.	COMPEN.
Edward S.	Governor	Olympia	\$3,000
Elias Wolf,	Private Secretary	"	"
James Scott,	Secretary	"	2,000
E. P. Ferry,	Surveyor Gen. ...	"	2,500
Col. Samuel Ross,	Sup't Ind. Aff. ...	"	These
Maj. Thos. H. Hay,	Indian Agent	Quenault	draw pay
Capt. Geo. D. Hill,	"	Tulalip	as officers
Lieut. Jas. H. Kelly,	"	Skokomish	U. S. A.
Lieut. Jos. M. Smith,	"	Simcoe	det. duty.
Orange Jacobs,	Chief Jus. 3d D. Seattle	"	\$2,500
Jas. K. Kennedy,	Asso. " 1st D. Walla Walla	"	2,500
Roger S. Greene,	Asso. " 2d D. Olympia	"	2,500
Leander Holmes,	U. S. Attorney	Vanconver. ...	250 & fees.
F. S. Kearney,	Marshal	Walla Walla	250 " "
Hazard Stevens,	Collector	Olympia	3,000
Jas. R. Hayden,	Assessor	"	\$10 per day
M. S. Drew,	Col. of Customs	P. Townsend	2,000 & fees
F. M. Lamper,	Rec. Land Office	Olympia	500 " "
Jacob P. Clark,	Reg. "	"	500 " "
Samuel W. Brown,	Reg. "	Vancouver	500 " "
E. G. Adams,	Reg. "	"	500 " "

PAID BY THE TERRITORY.

S. H. Mann,	Librarian	Olympia	\$400
J. G. Sparks,	Ter. Auditor	"	500
Hill Harmon,	Ter. Treasurer	"	4 per cent.
Andrew J. Cane,	Pros. Atty 1st D. Walla Walla	"	\$1,000
A. G. Cook,	" " 2d D. Vancouver ..	"	1,000
Chas. M. Bradshaw,	" " 3d D. P. Townsend	"	1,000

MEMBERS OF THE LEGISLATURE.

HOUSE.

Thurston county—D. R. Bigelow and R. Brewer. Thurston and Chehalis—Edward Campbell. Jefferson—J. J. H. Van Bokkelen. Jefferson and Kitsap—Edward Vrooman. Kitsap—George Stetson. Pierce—R. S. Moore. Pierce and Mason—Stephen Judson. Walla Walla—Jas. H. Lasater, David Ashpaugh, Elisha Ping, T. W. Whetston, John Scott and N. G. Lloyd. Clarke—Jas. H. Hens. G. W. Maxwell, S. D. Maxon and W. C. Abbott. Stevens—Park Winans. Lewis—W. B. Gosnell. Pacific—Charles Barstow. Snohomish—W. B. Sinclair. Whatcom—C. C. Finkbonner. Klickitat—H. D. Cook. Skamania—J. W. Brazee. Clallam—Hezekiah Davis. King—George Mc-

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COUNCIL.

Thurston and Lewis—E. L. Smith. Jefferson and Clalm—G. V. Calhoun. Clarke, Cowlitz, &c.—William Huntington. Clarke, Klickitat, &c.—E. S. Joslyn. Snohomish, &c.—H. A. Smith. Walla Walla, &c.—D. Stewart, H. D. O'Bryant. Pierce, Mason and Chehalis—John McReavy. King and Kitsap—Joseph Foster.

STATE CONSTITUTION.

The question of calling a convention to form a State constitution was submitted to the voters of the Territory at the election held in June, 1870. A very light vote was cast, with the following result: For convention, 974. Against convention, 1,109. Majority against convention, 130.

PRICES CURRENT.

The subjoined table of prices current is intended to exhibit the average cost to purchasers in the towns and market places on the Sound, for the year 1869-70. In the Southern part of the Territory, near the Columbia River, many articles of country produce are lower, other articles about the same:

GROCERIES AND PROVISIONS.

Beans—Cal. red 5/a 8c; home product 6c.
Butter—37½c.
Bread—Navy 4½c; pilot 5c; butter crackers 8c; soda crackers 8c; sugar crackers 10c; pic-nic crackers 8c; soft bred, fresh 5c.
Cheese—22c.
Coffee—25/a 30; Java, 40c.
Coil Oil—60/a 70c ½ gal.
Cod Fish—9c.
Candles—25c.
Cream Tartar—62½c.
Eggs—33c ½ doz.
Fish—Salmon \$10 ½ bbl; fresh 2/a 5c ½ lb.
Flour—Ranier \$5 50 ½ bbl; extra family 6 00; XXX Lincoln Mills 6 50.
Honey—Home raised 25 c ½ lb; Eastern in cans 37c.
Lard—18/a 20c.
Molasses—50c ½ gal.
Onions—\$1 50 ½ bu.
Peas—3c ½ lb.
Potatoes—1c ½ lb.
Rice—9c ½ lb; 50 lb sacks \$4 00.
Syrup—90c/a \$1 00 ½ gal.
Sugar—Sandwich Island ½ lb 10 to 14c; Cal. refined 14/a 16c.
Saleratus—12½/a 16 c ½ lb.
Soap—\$1 50 to 2 00 ½ box.
Spices—25/a 37½c ½ bot.

Salt—Unground, \$1 50 $\frac{1}{2}$ hundred; half ground, 2 00; fine 2 25.

Tea—75c to \$1 25 $\frac{1}{2}$ lb.

BOOTS AND SHOES.

Eastern and California—Children copper toe kip, \$1 00 $\frac{1}{2}$ pair; do. morocco, 1 50 to 2 75; do. calf skin or kid 1 50 to 2 00; calf skin, misses', (pegged) 150 to 175; do. sewed 2 00 to 3 00; morocco, cloth and misses' 3 00; ladies' peg kip shoes 1 50 to 175; sewed kip or calf 2 00 to 3 00; kid, cloth or morocco 2 50 to 4 00; ladies' and mens' slippers 1 00 to 2 00; boys' boots 1 75 to 5 00; mens' boots 4 00 to 9 00; mens' brogan 1 50 to 2 50; rubber boots 5 00 to 7 00.

Home Manufactured—Mens' stoga boots \$63 00 $\frac{1}{2}$ doz; do. kip 84 00; do. heavy brogans 36 00.

DRY-GOODS AND CLOTHING.

Alpaca—50 $\frac{1}{2}$ a 1 50 $\frac{1}{2}$ yard.

Blankets—Oregon manufactured $\frac{1}{2}$ pair, No. 1 \$10 00; do. No. 2 8 50; do. No. 3 6 50; 14 lb, \$15.

Domestic—Brown standard, No. 1, 18c; do. No. 2, 16c; light 12 c.

DeLanes—One-half wool 25c $\frac{1}{2}$ yard.

Denims—20c $\frac{1}{2}$ yard.

Flannel—Eastern 3-4 white, No. 1, 30c; No. 2, 40c; No. 3, 75c; Oregon manufactured 4-4 75c; do. fancy colored 3-4, 62 $\frac{1}{2}$; do. shirting 62 $\frac{1}{2}$; Canton 25 to 37 $\frac{1}{2}$ $\frac{1}{2}$ yard; one-half wool 37 $\frac{1}{2}$ a 62c $\frac{1}{2}$ yard.

Hickory Shirting—20 $\frac{1}{2}$ a 25c $\frac{1}{2}$ yard.

Doe Skin—\$1 25 to 1 50 $\frac{1}{2}$ yard; do. fancy 1 50.

Mens' Pants—\$2 00 to 12 00 $\frac{1}{2}$ pair; duck 1 00 to 1 25; denim 75c to 1 25.

Hats—Mens' hats \$1 50 to 5 00 each.

Overcoats—\$6 00 to 40 00 each.

Suits—Mens' beaver \$25 00 to 27 50; do. frock 30 00 to 35 00; cassimere 12 00 to 30 00; black cloth 30 00 to 50 00; boys' 6 00 to 20 00.

Shirts—Mens' white \$1 50 to 3 00; woolen overshirts 1 50 to 4 00; undershirts and drawers 1 75 to 5 00 $\frac{1}{2}$ pair.

Shawls—72x72, plaid, \$4 50; do. black cashmere 5 00; 4-4 single \$2 50 to 6 00; 4-4 double 4 00 to 12 00.

Sheeting—Unbleached 4-4 $\frac{1}{2}$ yard 15c to 30c; bleached 4-4 25c; do. 6-4 37 $\frac{1}{2}$ c; do. 10-4 62 $\frac{1}{2}$.

MEATS AND VEGETABLES, WHOLESALE.

Beef Cattle—Nett weight, grass fed 6 $\frac{1}{2}$ a 7c; do. stall fed (winter) 10c; corned \$14 00 to 18 00 $\frac{1}{2}$ bbl.

Mutton—Nett 6c; live weight \$2 50 to 3 30 $\frac{1}{2}$ head.

Pork—Slaughtered 7 $\frac{1}{2}$ a 8c; gross 6c; \$24 00 $\frac{1}{2}$ bbl 200 lbs.

Beef—\$14 00 to 18 00 $\frac{1}{2}$ bbl.

Potatoes—50c $\frac{1}{2}$ bu.

Cabbage—75c $\frac{1}{2}$ doz.

Beets—\$1 00 $\frac{1}{2}$ bu.

Carrots—75c $\frac{1}{2}$ bu.

Tomatoes—3c $\frac{1}{2}$ lb.

2 00; fine

Turnips—50c $\frac{1}{2}$ bu.

RETAIL.

Beef—Grass fed (summer) 8 $\frac{1}{2}$ @ 12 $\frac{1}{2}$ c; stall fed (winter) 10 $\frac{1}{2}$ @ 15c.

Mutton—7 $\frac{1}{2}$ @ 12 $\frac{1}{2}$ c $\frac{1}{2}$ lb.

Pork—10 $\frac{1}{2}$ @ 12 $\frac{1}{2}$ c $\frac{1}{2}$ lb.

OTHER ARTICLES.

Hides—Green, 5c.

Tallow—7 $\frac{1}{2}$ @ 10c.

Milch Cows—\$30 @ 65.

Hay—In bales \$16 @ 18.

Chickens— $\frac{1}{2}$ doz \$3 00 @ 4 00.

SADDLERY.

Harness—No 1 Con. harness, silver plated. hames, breeching \$50 00; do. trace bearers 42 50; 2 do. plain breeching 45 00; do. trace bearers 40 00; common clef harness, breeching 35 00; do. trace bearers 30 00; short tug harness 25 00 @ 30 00; double carriage harness 60 00 and upward; do. single 30 00 and upwards.

Saddles—Ranchero, full seat \$25 00 to 30 00; do. half seat 18 00 to 30 00; common 15 00 to 20 00.

STATIONERY.

Paper—Congress letter \$5 00 to 7 00 $\frac{1}{2}$ ream; legal cap 6 00 to 8 00; Con. cap 6 00 to 7 50; flat cap, 16lb. 5 50; printing, 24x34, 6 00; drawing paper 12 to 50c $\frac{1}{2}$ sheet.

Tracing Cloth—40 in., \$1 00 $\frac{1}{2}$ yard.

Cards—Printers' \$1 87 to 4 00 $\frac{1}{2}$ M.

Blank Books—One-half bound 42c $\frac{1}{2}$ qr.; full bound 80c $\frac{1}{2}$ qr.; bound Russia 1 50 $\frac{1}{2}$ qr.

Wrapping Paper—Manilla \$2 25 $\frac{1}{2}$ ream; straw 1 10; hemp 3 00.

Envelopes—5 gov., \$4 00 to 6 00 $\frac{1}{2}$ M.; 9 $\frac{1}{2}$ @ 10 9 00 to 10 50.

PAINTS AND PAINTING.

Wages—\$4 00 @ 5 00 $\frac{1}{2}$ day; by contract. $\frac{1}{2}$ square, two coats. 3 00 @ 4 00.

Oil—\$1 75 $\frac{1}{2}$ gal.

Turpentine—\$1 25 @ 1 50 $\frac{1}{2}$ gal.

White Lead—\$3 00, 3 50 @ 4 00 $\frac{1}{2}$ kg 25 lb.

Varnish—\$3 50 to 10 00 $\frac{1}{2}$ gal.

Ground Paints—In oil, 50c $\frac{1}{2}$ lb.

Brushes—50c to \$3 50 each.

Gold Leaf—75c $\frac{1}{2}$ book.

Glass—\$2 50 @ 3 00 $\frac{1}{2}$ box.

Paper Hanging—25 @ 50c $\frac{1}{2}$ roll.

FRUITS.

Apples—Green, 1 $\frac{1}{2}$ @ 2c $\frac{1}{2}$ lb; dried 6 @ 10c.

Pears—Green, 2 @ 3c $\frac{1}{2}$ lb.

Cranberries—25 @ 37 $\frac{1}{2}$ gal.

Straubberries—12 @ 20c $\frac{1}{2}$ lb.

FURNITURE.

Chamber Sets—Soft wood \$45 00 to 65 00; hard wood, curly maple \$100 00.

- Bureaus*—Maple \$25 00 to 40 00; cedar 15 00.
Tables—Maple extension \$2 50 $\frac{1}{2}$ foot; breakfast, maple and alder \$7 00 to 10 00.
Bedsteads—Hardwood cottage, maple and alder \$6 00 to 8 00.
Chairs—Winner \$1 25 to 1 50 each; extra Grecian, Eastern make, \$2 25 to 2 50; ladies' dining rosewood \$3 00 to 3 50 each.
Mattresses—Spring, double \$20 00; three-fourths 15 00.
Lounges—\$20 00 to 35 00 each, according to finish.
Carpet—2 ply \$1 25 $\frac{1}{2}$ yard; 3 ply 1 75; Brussels 1 75.
Matting—25 to 37 $\frac{1}{2}$ $\frac{1}{2}$ yard; drugget \$1 50.

TOWNS.

SEATTLE.

Seattle is in North latitude $47^{\circ} 36'$, longitude $122^{\circ} 21'$. West from Washington. Elliott bay, the Seattle harbor, is a part of the waters known as Admiralty Inlet, and is on the East side of the channel, forty-five miles from the Straits of Juan de Fuca, and one hundred and thirty-six from the Pacific Ocean by the ship channel. Eighty miles in the Straits, bearing nearly due East, will average twelve miles in width, the remainder of the distance bearing nearly South-East through a channel averaging three and a half miles wide, and comparatively straight; hence vessels are seldom detained in the passage to and from this harbor.

The following is the description of Seattle and Duwamish (Elliot) Bay, as taken from the U. S. coast survey:

"Abreast of Port Madison the eastern shore of the inlet retreats and there receives several small streams of water, but it gradually makes out into a very long, low sand point, called West Point, which forms the extreme northwest part of the entrance to Duwamish Bay. The bay runs east by south six and a half miles and has a width of two miles. To the south point, called Battery Point, which is low and bare, with a curiously shaped mound rising sharply behind it, the course is about southeast by south, and distance four and a half miles. Under West Point there is anchorage in ten to fifteen fathoms after getting towards the bluff; but on the north side of the point the water is very deep. Through the center of the bay the depth ranges from eighty-eight to forty fathoms. On the north side of Battery Point a vessel anchoring in twenty fathoms, cannot have a greater scope of chain than thirty-five fathoms, without being too close to the shore. When we anchored there in thirteen fathoms and veered to twenty-five fathoms of chain the vessel's stern was in two and a half fathoms. The beach is smooth and very regular, being composed of sand and gravel. On this side of Battery Point is the deserted town of Alki, the Indian phrase for "by and by.") The town has had several names, but there is nothing about it to command trade.

"The bluff head within the bay, two miles north northeast of Battery Point, is Duwamish Head. It is steep, about one hundred and fifty feet high, covered with timber, and the beach at low water stretches

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out over a quarter of a mile north-northwest from it. The head of the bay receives the Duwamish River, and for one or two miles is an extensive flat, bare at low water."

By the U. S. census for 1870, there are 1142 inhabitants in this place. There are always many transient persons from the mills and numerous logging camps, who throng the business streets by day and tax the hotels to their utmost capacity by night. The greater part of the town is built upon a rather abrupt hill-side, facing the bay, which gives a splendid view as one recedes from the water.

The Seattle *Intelligencer*, of July 18th, 1870, says: "Last year there were constructed in this city one church (Catholic), eleven buildings for stores, and thirty-seven one and two-story dwelling-houses, besides some twenty odd smaller buildings. This year, up to the present time, there have been built, and are in process of construction, one church (Episcopal), one public school building, three warehouses, seven business houses, one livery and sale stable, and forty-eight one and two-story dwelling houses, some of them quite expensive structures, besides an unusual number of smaller tenements. Two or three of our hotels have been greatly enlarged and improved to accommodate their increasing business."

Many neat residences, with fruit grounds and gardens, are found here, adding beauty and comfort to the place. Here, as elsewhere on the Sound, fruit of all kinds is produced in great abundance. About one-half of the lumber interest on the Sound is within a radius of twenty-five miles of this place, which alone is sufficient to build up a large and lucrative traffic.

In addition to this trade, Seattle has easy access by river navigation to Duwamish and White river bottoms, one of the finest agricultural regions near the Sound that has been settled. The coal mines now being developed give an additional impetus to the trade and improvements.

The Territorial University is handsomely located upon the rising ground back of the city. The building is one of the finest in the Territory, and large enough to accommodate the wants of a much larger population than is now in the Territory.

Beautiful, clear lakes, of pure water, abound in the region adjacent to the Sound, oftentimes high up on the table lands. Lake Washington, eighteen miles long, and averaging about two miles in width, lies immediately East of Seattle, and nearly parallel to the bay. This lake lies but little above tide water, and is connected with the bay by its outlet, Black river, and through the channel of Duwamish river, altogether nearly enclosing as an island the ground upon which the town is built. At a light cost this inland navigation can be rendered available for light draft steamers, adding a beautiful water front to the city, should the wants of commerce ever demand so large an area. The lake is already used for the transportation of coal from the Lake Washington mines, in connection with tram roads on either side.

OLYMPIA.

Olympia is the Capital of the Territory, and is situated at the head of the Sound in North latitude $47^{\circ} 03'$, longitude $122^{\circ} 55'$, West from Washington, and contains 1,502 inhabitants.

Budd's Inlet, upon which the town is built, is described by the United States Coast Survey as "six miles long, three-quarters of a mile wide, and runs nearly South. The shores are steep and wooded, and the head of the bay is an immense mud flat, behind which is the town. It acquires prospective importance by being the Capital of the Territory, but especially on account of its proximity to the Columbia River Valley, and to the head-waters of the Chehalis. A depth of three fathoms can be carried on the West side of Budd's Inlet, within one and a half miles of the wharf, and one fathom within a mile on the Eastern side. Vessels are brought up to the wharf at the highest tides, and then rest in the mud until ready to leave.

"The approximate corrected establishment is 5 h. 8 m., and the mean rise and fall of tides 9.2 feet.

"The greatest difference between the highest and lowest tides is reported about twenty-four feet, and is doubtless more than this, when we compare its position with that of Steilacoom." This measurement is in nautical miles. The entrance to the bay is nearly one statute mile in width, soon widening out to one and a half miles, becomes narrow opposite the wharves, and passing on to the South one mile and a half, at an average width of not more than 400 yards, receives the Deschutes river at Tumwater, a town of 200 inhabitants.

This river, by a succession of falls within the distance of three hundred yards, descends eighty-five feet, and at the very lowest stage affords a volume of water of 2,500 cubic inches, at a velocity of 522 feet per minute. During the greater part of the year it is estimated that more than double that volume of water pours over these falls, and at any time during a still evening the rush of waters can be heard for miles through the surrounding country.

Ocean-going steamers, and vessels of several hundred tons burthen, reach the wharves at high tide, and remain until discharged.

The land adjacent to the bay is elevated above the water about fifty feet at the front, at some points rising still higher as you recede from the bay, at others running off level. At the point where the town is built the hills seem crowded back from the front, and form a sort of valley, which, with the tide-flat to the North and West, is estimated to cover an area of five square miles, that would be level or nearly so; the adjacent lands to the South and West rising gradually to an elevation of about one hundred and twenty-five feet, and continues so to Tumwater, overlooking the bay to the West and North.

The interests of Tumwater and Olympia are so near identical, their location such as eventually to run together and form one city, that for the purposes of this article it is sufficient to describe them together.

This is the nearest point of the Sound to the Columbia River, and hence all the travel overland concentrates at this place. Two lines of daily stages run each way between this place and the Columbia River, besides extras as demanded. Two lines of semi-weekly steamers run North from Olympia, leaving Mondays and Thursdays, returning Wednesdays and Saturdays.

Ample as the water power of the Deschutes river is without improvement, it can be made much greater by a small outlay. In addition to this, Black Lake, but three miles distant, at an elevation of one hun-

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dred and forty feet, can easily be turned into the ravine formed by "Percival's creek," and furnish a very large water power. From the position of Black Lake and the Chehalis, it seems practicable to turn the waters of the latter into the lake, and thence to the Sound. This done, an immense power would follow, besides an inland water communication with the clay region of the Chehalis and surrounding country.

Mr. R. A. Abbott, builder, furnishes the subjoined statement of the buildings erected in the town of Olympia within a period of twelve months just passed: 47 dwellings, 11 stores, 1 brick bank, 2 hotels, 1 brick jail, 1 church, 35 smaller buildings, 1 saw mill, 2 sash and blind factories, 1 cabinet manufactory, 1 wagon shop and 1 gun shop.

At Tumwater valuable improvements have recently been made. A new large saw mill has been built, a furniture and water-pipe manufactory established, besides other improvements of minor importance.

STEILACOOM.

Steilacoom is the county seat of Pierce county, and is handsomely located on the Sound just South of the "Narrows," connecting Puget Sound with Admiralty Inlet, and contains about three hundred inhabitants. The county buildings consist of a wooden court house and brick jail, costing ten thousand dollars. The other public buildings in the town are three churches, two school houses and a Masonic hall. The Sisters of Charity have established a boarding school for girls here, and usually have about forty scholars. The mail steamers of the Sound call four times a week in making their semi-weekly trips, besides the tow boats and independent line of steamers. A line of lumber vessels run direct to San Francisco, carrying freight and passengers at reasonable rates. The insane asylum buildings, formerly the officer's quarters at Fort Steilacoom, are one and a quarter miles East, and are handsomely located upon an open, dry prairie, with neat surroundings and a beautiful landscape. The insane are yet kept near Monticello, and will not be removed prior to July, 1871. The penitentiary is located upon a small island near the town, upon which work is soon to commence. At present the prisoners are kept in the county jail.

The harbor is large and commodious, deep water close up to the shores, and the anchorage good. The surrounding country back for a region of twelve miles square is upland prairie and timber, dotted with beautiful lakes of pure water, skirted with scrub oak, resembling in the distance the large apple orchards of older settled communities.

Over all the country mentioned there is a beautiful carriage way in almost every direction, both winter and summer, as the soil is sandy and gravelly and never muddy. The scenery in this vicinity is excelled nowhere on the coast. Four snow-capped peaks, St. Helens, Mt. Ranier, Adams and Hood, one of which is known to be a smouldering volcano, lies in the distance to the East and the South. The ragged Coast, or Olympian Range, is seen to the West, besides a beautiful fore-ground of dark green, never ending timber on the foot-hills adjacent to the Puyallup, Nisqually and White rivers, to the East and North, and to Hood's Canal to the West.

Steilacoom creek falls into the bay just below the town, giving power to one flouring mill and woolen factory recently erected, yet leaving the principal part of the power to run to waste. The creek it-

self is but three and one-half miles long, rising in a late East of the town, falling in that distance nearly two hundred feet. The banks are literally lined with springs, some of which alone are large enough for mill powers, one in the vicinity being used for that purpose.

PORT TOWNSEND.

Port Townsend is the county seat of Jefferson county, and contains about five hundred inhabitants.

Point Wilson, just outside the harbor, is in latitude $48^{\circ} 08'$, longitude $46^{\circ} 44'$, West from Washington, and with Marrowstone Point opposite, on Whidby's Island, forms the entrance to Admiralty Inlet.

Quimper Peninsula, upon which Port Townsend is built, is described by George Davidson, assistant coast survey, as having "three miles in width and ten miles in length, offering great advantages as a location for a town," situated, as it is, with Port Discovery bay on the one side and Port Townsend on the other.

The harbor is described in the United States coast survey as being "favorably situated at the termination of the Strait of Juan de Fuca, at the outlet of the waters of Admiralty Inlet, Puget Sound, &c., and in proximity to the great labyrinth of inland waters of British Columbia. The entrance lies between Point Wilson and Marrowstone Point, the latter bearing east-southeast three and five-eighths miles from the former. Upon this line, and even outside of it, lies a bank extending two-thirds of the distance from Marrowstone, and having from six to fifteen fathoms, with hard, sandy bottom. Inside of Point Wilson, which is composed of low, sandy hillocks, as heretofore described, lies another low point called Point Hudson, distant one and three-quarters miles, southeast by south half south.

"Starting from the entrance line, about one and a half miles from Marrowstone, the mid-channel course of the bay is south-southwest, three miles, with an average width of two; thence southeast one-third south for three and a quarter miles, with an average width of one and a quarter. The depth of water throughout is very regular, and ranges from eight to fifteen fathoms, with soft, muddy bottom inside of Point Hudson. Vessels coming from the strait steer for Point Hudson, as soon as it is opened by Point Wilson, passing the latter close, as twenty fathoms are found one hundred or two hundred yards off it. Upon approaching Point Hudson, and when within half a mile of it, gradually keep away about a quarter of a mile in from five to ten fathoms, and, as it opens, run quite close, with the summer wind off shore, to save making a tack; keep along half a mile to the town situated under the Prairie Bluff, and anchor anywhere off the town in ten to twelve fathoms, about a quarter of a mile from shore. In winter, anchor further out, to clear Point Hudson, in getting under way with a southeaster."

"A military post has been established (since abandoned,) on the bluff, two and a half miles south by west from the town, and on a site which commands one of the most beautiful views in these waters, having the bluff and varied shores of the bay on either hand; Admiralty Head, six miles distant; in the middle ground several distant, wooded ridges, and in the back ground the snow-covered, double summit of Mount Baker, ten thousand nine hundred feet in height, with the mouth of the crater distinctly visible between the peaks, and at times emitting vast volumes of smoke. The elevation of the line of perpetual snow

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The present business part of the town is built upon a low, sandy beach, of but a few acres in extent, immediately adjoining which is an abrupt white bluff, elevated approximately one hundred feet above tide water. Unlike the general character of the land bordering on the Sound, this elevated prairie is slightly undulating, but comparatively smooth, with a quick, fertile garden soil upon the surface.

Upon this elevation is found the neat residences of the citizens, the marine hospital, churches, school-houses, &c. The Custom House for the Puget Sound district is located upon the beach below, hence all foreign shipping are compelled to enter and clear at this place.

VANCOUVER.

Vancouver is handsomely located upon the right bank of the Columbia river, 140 miles from the mouth, in latitude 45° 38', longitude 122° 40'. West from Washington, and contains 959 inhabitants.

Ships of any size that can cross the bar at the mouth of the river can ascend with safety to this place. The tide affects the river this far up, often setting in with considerable current below. The Hudson's Bay Company early selected this location as a site for a chief trading post, and interfered for a time with a part of the land needed for city purposes; afterwards the Government reserve for "Fort Vancouver" embraced a part of the same. From its position it is highly probable that the North Pacific Railroad from the Sound to the Columbia river will pass through this place, and being considered the head of ship navigation on the Columbia river, will no doubt make a city of great importance.

MILLING TOWNS.

At each of the great mills, and at the coal mines, there are villages containing from 150 to 300 inhabitants. The improvements generally vests in the mill proprietors, and usually consists of a few handsome residences and comfortable houses for those engaged in and about the mills, a hotel, store, smith shops, &c., pertaining to the business, and forming each a community within itself. There is regular communication by semi-weekly mail steamers, and also by independent lines. At all these points the hum of machinery is constant, the rattle of lumber continuous throughout the day as it is taken from the mill directly into the vessel, presenting a busy scene, in contrast to the deep solitude reigning in the great forests before the advent of civilization here.

WASHINGTON TERRITORY

Counties.	Number of dwellings.	Number of families.	Number of white males.	Number of white females.	Number of colored males.	Number of colored females.	Total population 1870.	Total population 1860.	Real estate valuation.	Personal estate.	Tons of hay.	Bushels of grain.
Clarke.....	664	654	1640	1273	68	85	3,063	2,384	\$420,030	\$372,990	5,740	60,110
Cowlitz.....	143	142	418	284	14	14	730	406	121,005	233,561	1,425	16,883
Chehalis.....	109	104	218	147	1	5	377	285	100,000	102,829	782	7,106
Clallam.....	110	108	213	81	42	52	304	149	111,285	104,870	1,086	16,534
Island.....	873	804	404	170	23	39	626	394	150,023	197,245	1,942	23,336
Jackson.....	363	329	105	105	96	108	1,270	631	397,140	312,730	178,889	50
Knappton.....	75	61	191	128	6	2	329	230	25,157	178,889	250	8,307
Kittitas.....	418	281	621	355	49	4	847	514	950,000	100,000	1,874	20,814
King.....	253	370	1153	693	91	22	1,970	302	607,006	385,383	2,005	51,595
Klickitat.....	245	263	478	331	41	19	889	384	395,850	230,275	412	1,000
LeWitt.....	38	38	184	55	14	10	273	102	108,000	28,000	384	2,165
Mason.....	252	204	381	185	83	80	739	420	184,955	415,045	1,311	94,323
Pacific.....	237	202	666	433	103	157	1,411	1,115	19,770	118,000	807	7,650
Skamania.....	327	363	563	340	48	97	1,033	173	17,050	141,389	898	33,222
Stevens.....	40	21	362	160	151	120	739	999	1,330,297	291,480	838	33,222
Thurston.....	394	147	362	160	59	30	739	1,307	282,453	316,535	2,473	26,332
Wahkiakum.....	671	620	1315	842	59	51	2,270	42	987,192	2,290,616	6,815	354,877
Walla Walla.....	69	62	126	50	64	81	302	1,318	69,142	108,015	1,375	10,103
Yakima.....	1149	1150	2999	211	141	180	3,597	352	102,050	102,050	183	2,550
Yakima.....	396	423	423	128	0	4	329					
Yakima.....	115	89	191	128	0	4	329					
Total.....							23,816	11,594				

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WITHDRAWAL OF LAND.

On the 19th of October, 1870, the odd sections for twenty miles on each side of the surveyed line of the Northern Pacific Railroad was withdrawn from market, by orders from the Department at Washington, in accordance with the provisions of the charter requiring such action of the Government upon the location of the route by the company. This withdrawal extends from the Columbia river to the head of the Sound, and thence, parallel to and about eight miles distant from the eastern shore line of the Sound, to a point near Seattle. Two surveying parties of twenty men each are carefully retracing the preliminary surveys and definitely locating the route, and a third party have just passed the summit of the Cascades, through the Snoqualmie pass, 120 miles north of the Columbia river.

EASTERN OREGON AND WASHINGTON.

Phillip Ritz, an intelligent settler in the Walla Walla Valley, Washington Territory, supplies the following facts in regard to the agricultural resources of the great Columbia Plains:

"The great Columbia Plains, lying East of the Cascade Mountains and West of the Blue and Bitter Root ranges, and parallel with them, and parallel with and about 300 miles East of the Pacific Coast, constitute one immense grazing ground, stretching from mountain to mountain, about 150 miles in width, and from the Klamath Lake on the Southern boundary of Oregon in the South, far into British Columbia in the North, more than 400 miles in length, covered with the finest grass in the world, well watered in many places, with rivers and streams making down from the heavily timbered mountains, through the plains, and drained by the noble Columbia.

Walla-Walla City and Walla Walla Valley lie just North of the 46th parallel of latitude, and about in the centre of this country. This country is composed of a series of valleys, which are drained by the Deschutes, the John Day's, the Umatilla, the Walla Walla, the Yakima, the Palouse, Spokane, and the Colville.

The soil throughout this vast region presents a great uniformity of character, being chiefly a light loam, with more or less alkali in all of it. Along and near the base of the mountains there are more loam and clay, and, consequently, more moisture retained in the soil than farther out in the valleys, although all the bottom lands along the streams contain a large amount of vegetable matter, which, with the moisture arising from the streams, renders them extremely productive.

One of the great peculiarities of this country is its mild climate. At this place, in latitude 46°, we seldom have snow before Christmas, and throughout the fall, for more than two months, we have the most delightful weather, generally frost at night, with bright, warm days, with the thermometer ranging from 55° to 70°.

Singular phenomena, peculiar to this country, are the periodical warm breezes, through the fall and winter, which spring up away down in the valleys of California, break through the low passes of the Sierra Nevada range, on the head of the Sierra Nevada range, on the head of the Sacramento, and, passing through by the Klamath Lakes, sweep along the base of the Blue Mountains, and warm up the whole atmosphere beyond the 49th parallel. Such a breeze is now blowing, and at this writing, November 24, 6 o'clock A. M., the thermometer stands at 73°.

This mild climate, with the abundance of the nutritious bunch grass everywhere, renders this pre-eminently a grazing country. Cattle and horses are sold here during the winter, even as far North as the 49th parallel, but graze all winter on this dry grass, which, through the dry fall, has become cured standing, so that it is nearly equal to timothy hay; hence, even up to the very summit of the mountains, on the headwaters of the Columbia and Missouri, we can drive up cattle in the spring, from the range, equal to the best Eastern stall-fed beef; and many of them have not tasted a morsel of hay or straw.

The atmosphere is salubrious and remarkably free from insalubrious impurities.

In the summer the heat is rather intense during the day, but every evening brings with it a refreshing coolness, which is perfectly delicious.

Wheat, rye, oats and barley grow finely, without irrigation, in all our soils which contain clay and loam, and can be raised on the sandy portions of the valley with irrigation. Three years ago, when our valley contained a population of less than 5,000 souls, all told, we raised about 1,000,000 bushels of grain, 700,000 of which was wheat.

I have seen large fields of wheat average 50 bushels to the acre, and weigh 62 pounds to the bushel; and have seen fields which yielded 40 to 50 bushels per acre, from a "volunteer" crop, that is, produced the second year from grain sown and sown during harvest, sprouting during the fall, and growing without even harrowing.

We generally raise the variety known as "Club," and sow it in the fall or spring.

We produce about 40 bushels of corn to the acre, of the large Yellow Dent variety, and it ripens nicely by the first of September.

The potato is perfectly at home here, growing large, fine and mealy. I let a neighbor have nine pounds of the early Goodrich variety, last spring, from which he raised 1,575 pounds. Sweet potatoes yield finely, but they are not so sweet as further South. Turnips, beets, cabbages, tomatoes, peas, beans, onions, are all raised with ease and in great abundance.

Although the country has been settled but a few years, there are already a number of fine bearing orchards. I commenced here six years ago last spring on ground that had never been fenced or plowed. After thoroughly plowing up about five acres of ground, I planted it in orchard with small yearling trees. This year I had 4,000 bushels of the finest peaches that I ever saw grown—fully equal to the best Delaware and New Jersey peaches—besides large quantities of apples, pears, plums, cherries, apricots, grapes, and every variety of small fruits. Fruits of all kinds are perfect in every respect in this climate, particularly plums, the curculio having never been seen. I have 100 bearing plum trees; one Imperial Gage, two years ago, produced 400 pounds of delicious, rich fruit, which brought 8 cents per pound in gold; last year it had about the same amount of fruit, which sold for 12½ cents per pound, gold; many other trees did nearly as well. There are a large number of orchards just coming into bearing in this country, which will, of course, bring down the price of fruit.

The climate is so dry that we never see anything like mildew or rot on the grape. I had grapes last summer ripen and have a fine flavor, which lay entirely on the ground.

Fencing on these plains is an important item. We go to the mountains for all our fencing and lumber, from 8 to 20 miles. We can buy good fir rails in the mountains for \$1.50 per hundred, with a good road to haul them out. There has been a large amount of fencing done in this valley by ditching, but it soon wears down, and farmers are now building good rail fences.

There is yet a large amount of good land to be had in the Columbia Basin, by going back a little from the settlements, at \$1.25 per acre.

The facilities for getting here from the East are, by Union Pacific road to Kelton, 80 miles West of Salt Lake, or Promontory Point, thence by daily stage, 500 miles, through Idaho and Western Oregon, to this place; or by rail or Panama to San Francisco, thence by steamship to Portland, Oregon, thence by steamboat by Columbia River to Walla Walla, and thence by stage, 30 miles, to this place.

ERRATA:—Page 10, 4th paragraph, for "foggy 43 days," read "foggy 14 days."

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SCALE---4 MILES TO 1 INCH. MAP---4½ BY 5 FEET IN SIZE.

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ADVERTISEING DEPARTMENT

Anderson & Moore, Saloon Keepers, Seattle.....	Page 5
Bartlett, C. C., Merchant, Port Townsend.....	7
Barnes, G. A., Bankers, Olympia.....	22
Barnes, Hiel, Tinman, Olympia.....	3
Brown, S. W., Nurseryman, Vancouver.....	4
Blumaner & Froman, Merchants, Olympia.....	10
Booth & Co., Butchers, Seattle and Port Townsend.....	13
Bradshaw, Chas. M., Attorney, Port Townsend.....	20
Collins, J., & Co., Hotel Keepers, Seattle.....	5
Cleal, J. H. Bath House Keeper, Olympia.....	7
Crawford, Barnhart & Twiss, Furniture Manuf'ers, Olympia and Tumwater.....	20
Coombs, S. F., News Dealer, Seattle.....	17
Carr, A. P., Photographer, Tacoma.....	9
Cooper, S. N., Lincoln Mills, Tumwater.....	29
Crosby, C., Merchant, Tumwater.....	23
Coulter, T., Cooper, Seattle.....	8
Dooley & Rogers, Butchers, Olympia.....	11
Dyer & Cosgrove, Livery Stable, Seattle.....	13
Eisenbeis, Chas., Baker, Port Townsend.....	6
Eagan, Chas., Baker, Olympia.....	7
Eggers, A., & Co., Nurserymen, Olympia.....	21
Gerrish, O. F., & Co., Port Townsend.....	2
Giddings & Lowell, Real Estate Agents, Olympia.....	4
Gilliam, W. H., Commission Dealer, Seattle.....	5
Goodtime, Louis, Merchant, Steilacoom.....	5
Griffin, H. E., Carpenter, Olympia.....	11
Guttenberg, Pacific Gardens, Seattle.....	12
Gallher, S., Hotel Keeper, Olympia.....	23
Hanson, Ackerson & Co., Lumbermen, Tacoma.....	2
Hill, N. D., Druggist, Port Townsend.....	2
Hunt, J. J., Hotel Keeper, Port Townsend.....	6
Hull & Hill, Carpenter, Seattle.....	15
Hammond, Wm., Marine Architect, Seattle.....	13
Harmon, Hill, Hotel Keeper, Olympia.....	17
Hirsch, L., Merchant, Olympia.....	17
Hartley, H., Seed Potatoes, Olympia.....	18
Hewitt, H. R., Printer, Olympia.....	21
Judson, John P., Attorney, Port Townsend.....	12
Kellett & Scott, Merchants, Olympia.....	20
Lowe, T. G., & Co., Book Store, Olympia.....	14
Latham, John, Druggist, Steilacoom.....	5
Locke, J. W., Brewer, Steilacoom.....	23
Keach, P., Merchant, Steilacoom.....	2
McKeavy & Purdy, Merchants, Union City.....	1
Maddocks, M. R., Druggist, Seattle.....	6
Moore, R. J., Boot and Shoe Shop, Seattle.....	8
Monet, M. F., Hotel, Seattle.....	8
Mitchell, C. L., Saddler, Seattle.....	12
Manning, A. A., Agent for Scales, and Self-Generating Gas Lamp, Olympia.....	18, 21
Norris, John T., Tinman, Port Townsend.....	3
Newton & Kames, Saloon Keepers, Seattle.....	7
Percival, S. W., Merchant, Olympia.....	10
Parker, J. G., Insurance Agent, Olympia.....	12
Phillips, Horton & Co., Bankers, Seattle.....	16
Reinig, Leonard, Baker, Seattle.....	4
Reinhold & Stuth, Brewers, Steilacoom.....	23
Sufern, J. A. Steamer Proprietor, Seattle.....	19
Stewart & Andrews, Tinners, Seattle.....	19
Stone & Burnett, Merchants, Seattle.....	23
Stevens, Hazard, Maps, Olympia.....	1
Sheehan, J. F., Tinner, Port Townsend.....	2
Shorey, H. C., & Co., Merchants, Monticello.....	6
Steffen & Brothers, Brickmakers, Seattle.....	8
Turner, G. G., Druggist, Olympia.....	14
Treen, L. A., & Co., Boot and Shoe Manufactory, Olympia.....	22
Tarbell, E., Real Estate Agent, Olympia.....	21
Wyche, J. E., Attorney, Olympia.....	17
Wright, B. F., & Co., Butchers, Steilacoom.....	15
Wood, J. C. & J. R., Brewers, Olympia.....	14
Woodward, J. A., Baker, Seattle.....	9
Willey & Co., Merchants, Arcadia.....	6
Waddle, L., Tinner, Seattle.....	13

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